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HANDBOOK FOR IMMIGRANTS

TO THE

UNITED STATES.

PREPARED BY THE

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AMERICAN SOCIAL SCIENCE ASSOCIATION.

WITH MAPS.



NEW YORK:

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PREFACE.

THIS work is meant to contain, in a concise form, such information as one proposing emigration requires in order to decide, first, whether he had better leave his old home, and if so, second, how to settle himself in a new one. It aims not only at guiding immigrants across the ocean and into the interior of the United States, but also at fitting them to become contented and useful citizens in the land of their adoption.

It is intended for distribution by Emigration Agencies in Europe, steamship lines, Boards of Immigration and State charities, and railroad and land corporations in the United States.

Its preparation has been aided by valuable contributions from Messrs. Edward Atkinson, D. C. Gilman, Hamilton A. Hill, N. S. Shaler and William F. Wharton, General F. A. Walker, Superintendent of the National Census, and the Statistical Bureau of the Treasury Department.

This first edition is experimental. It is designed to reach, in the first place, those who can help the compilers in improving the scope and accuracy of the work. A compilation involving the acquisition and use of varied and confused material, especially when brought within the compass of little more than one hundred pages, cannot be perfected without the assistance of readers as well as writers. We ask the members of the Association in particular — but we by no means confine the request to them, we ask all readers — to make any corrections, and to suggest any omissions or inadequate statements, which may strike them in examining this volume. If we succeed in exciting that amount of interest in the publication which will induce others to take part in perfecting it, the second edition will be much better than the first.

This edition is also put forth that its effect may be tried upon the immigrants into whose hands it may come. Until it has

been actually tested by them, neither its strong nor its weak points can be determined. We invite them to relate their experiences in using the book, so that its use may be rendered more thoroughly serviceable to those coming after them.

The book is further and especially commended to those in the management of public boards, steamship, railway, and land companies, by whom the publication and distribution of future editions may be greatly aided. If printed to the extent that is proposed, and in different languages, the Handbook will require much larger resources and facilities than can be furnished by the Association publishing it. Immigration is of such national and international concern ; so many interests, public and private, are involved in its judicious direction ; so much suffering and loss may be spared to the immigrant, and therefore to the nation which he joins, by informing and guarding him, that we cannot but hope for generous coöperation in making this Handbook an instrument of wide-spread good.

Boston, *April*, 1871.

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HANDBOOK FOR IMMIGRANTS.

PART I.

GENERAL DIRECTIONS.

CAUTION.

THERE can hardly be a more serious act than a change of country. To emigrate is to take a step, of which neither the most hopeful nor the most thoughtful can correctly foresee the full consequences, for good or for evil. It means nothing less than to part for years, if not forever, with home, relations, and friends; to break up old and dear habits; to live among strangers in a strange land; to recommence, often from the very beginning, the struggle of life.

The first question, then, for any one proposing to remove from his country to another is this: "Am I, or are those whom I propose to take with me, in a condition to emigrate?" In order to arrive at a proper answer, he will do well, —

1. To inform himself as fully as possible in regard to the United States, and the chances of improving his circumstances by removing thither. This book has been compiled with the purpose of furnishing the information which he needs. If he has friends in the United States in whom he has confidence, and who are in condition to give him trustworthy advice, let him by all means apply directly to them, and be guided by their experience.

2. Not to take counsel of his hopes only, or, in other words, not merely to think of the higher wages, cheaper lands, better food, and other advantages which he expects to find on the other side of the Atlantic, but also of what he will give up in the old country, of the expense and trouble of the journey, of the uncertainty of finding a better home, of the much greater cost of living, and of the possible effect which a change of habits and climate may produce upon his health.

3. To consider that, although labor is sure to find a more generous reward, and capital, if judiciously employed, to yield larger returns in the United States than in the old country, cases of disappointment always have been and always will be numerous.

4. To remember that contentment is essential to true happiness,

and to consider carefully whether the material gain to be found will compensate for the inevitable loss of much that is dear.

5. Not to weigh the effect of emigration selfishly upon himself alone, but also upon those whom he leaves, and upon those whom he takes with him.

WHO SHOULD EMIGRATE.

The general conditions of success in life are the same in the United States as in the old country, namely, a sound body, a sound mind, and a good character.

No one should emigrate who does not possess good health. Invalids will not be benefited generally by the change, and they run the risk of being turned back, as the American laws forbid their landing unless they show themselves possessed of means sufficient for their support. Persons beyond the prime of life should also abstain from emigration, unless they can depend upon the support of others when no longer able to work.

A strong mind is hardly less necessary than a sound body. Few emigrants escape disappointments and trials, to bear up under which requires buoyancy of spirits, patience, and power of self-denial. A certain degree of intelligence is also desirable in those who come to live among a people naturally so quick-witted as the Americans.

Persons unwilling to work, or accustomed to live by their wits alone, are not wanted in the United States. Idlers will only go from bad to worse, and adventurers will not prosper any more here than at home. Criminals, to whom the United States has always been a favorite refuge, are sent back as soon as discovered.

No one should emigrate without money enough to maintain himself after his arrival in the foreign country till he can earn a living, unless he has friends ready to help him. This applies especially to heads of families, who would be guilty of reckless imprudence in exposing themselves and their companions to the risk of arriving in destitute circumstances, and to the inevitable suffering ensuing. Let no one start depending upon charity alone, for charitable provisions at various points of landing serve only to meet the most urgent wants. To begin life in a new country as a pauper is at best an undignified start, which every person with any self-respect should wish to avoid. Moreover, under the laws of the United States, paupers are not permitted to enter the country.

Next to these general conditions, the success of an emigrant will depend upon his previous training and occupation. As a rule, those whose occupations are wholly or in part mental, are far less likely to profit by emigration than those who live by the labor of their hands.

Every one of the so-called learned professions is overstocked. There are more doctors, apothecaries, lawyers, literary men, architects, teachers, clergymen, and other men of liberal education in the United States than can make a decent living. In the cities and country districts of the older States especially, there is a superabundance of professional men, and even in the Western States, where their services are less required, the supply, though not of a high order, exceeds the demand.

It would be folly for most persons of this class to emigrate unless

they emigrate for other than material reasons, and come provided with sufficient means for their support during the long years when they will have to wait before they can expect to make a living from their profession. Professional young men, settling in some new community in the West, may gradually build up a practice. But this growing up with a place is a slow process, calling for not a little patience, and involving years of self-denial.

Persons following business pursuits will hardly do better than professional men. Their want of acquaintance with the country, and the different methods of doing business in it, will place them at a decided disadvantage. Owing to the intense competition in most branches of business, the percentage of failures among merchants is greater than in any other country. If merchants with capital emigrate at all, they should be content to wait until a protracted residence has rendered them familiar with the peculiarities of American business before investing their means. In the growing cities and towns in the West many opportunities for starting in business offer themselves, but even there the safest course will be to study the ground carefully before risking anything.

Clerks ought not to think of coming to the United States unless they have thoroughly made up their minds to lay down the pen and to take to the spade or the plough. No kind of labor is so much of a drug as clerical labor. Nearly everybody writes a good hand, and can keep books. The rush into this kind of work since the late civil war has been very great. Cases of grievous disappointment are very frequent among clerks, book-keepers, and shopmen from Europe who have come out under the impression that they will do better in a new country. For their purposes it is not a new country, but an old one.

Women who expect to earn their subsistence by teaching, tending shop, or sewing, are also very liable to disappointment.

Persons accustomed to earn a living by manual labor run the least risk in emigrating. A pair of stout arms, if united with habits of sobriety and economy, are sure to give the emigrant a good start in the States. With a knowledge of some mechanical trade he can still more confidently rely on doing well.

Of the different classes of laboring people none will find a better opening than agricultural laborers. Men with a small capital can easily become independent freeholders in the prosperous Western States. To this class of emigrants large families will prove a positive advantage, if the younger members can assist in tilling the soil. The demand for farm hands working for hire is great and constant in all parts of the country. Gardeners are almost everywhere in good demand. Ordinary laborers, able and willing to do any kind of work that will yield them a good living, will also not be long in finding something to do.

Good mechanics will likewise have little difficulty in obtaining employment. Among the most promising trades are those of boot and shoe making, tailors, carpenters, furniture makers, masons, stone-cutters, brick-makers, ordinary and decorative painters, plumbers, workers in iron, tin, and copper, machinists, printers, millers, brewers, and butchers. Highly skilled artisans, however, such as engravers,

workers in the precious metals, and the producers of articles of luxury generally, often do not improve their condition. Not a few persons of this class return to Europe after trying the country for a while. It is not because their skill is undervalued, but because the demand for such labor is unequal to the supply.

Operatives will do better than at home if they obtain employment, but their chances of finding it will depend very much on the state of the manufacturing business at the time of their arrival. Of late years, owing to the depression of many branches of industry in the States, the demand for operatives has diminished. More information for this class is given in Part II., under Manufactures.

Miners earn much higher wages in the United States than in Great Britain; but the largest branch of American mining industry, coal-mining, has for some time been very much disturbed by a succession of strikes, so that new-comers cannot be sure of finding work on landing. But they will be safe enough in coming out if they are willing to do other labor, until an opportunity offers to follow their regular occupation.

No class of persons will trust less to chance in emigrating than domestic servants. Male servants, such as butlers, coachmen, and grooms, it is true, are not much wanted outside of the larger cities; but females, such as cooks, maids, laundresses, and nurses, can find good situations everywhere for the mere asking. The demand for them is really unlimited.

FIRST STEPS.

Supposing emigration to be prudent, the first step is to decide whither it shall be directed. Two motives should guide the emigrant in his decision: first, the location of his friends, if he has any, as they can help him better than all the world besides; second, his own working capacity, which ought to carry him to some part of the country where it can be advantageously employed. When these two motives combine, and an emigrant looks forward to settling where he can have friends about him, and work before him, then he can form his plans unhesitatingly.

Heads of families, unless they know precisely where to go, will do well to make a trial visit before moving those depending on them. Going alone, they will be able to move about much more freely, with a better chance of finding a home or occupation. By bringing out their families only after seeing the country and selecting a suitable locality, they will save themselves much anxiety. They may also save expense, as the cost of the advance journey will hardly be as great as that of maintaining their families in the States while they are looking about for a place of settlement.

WHEN TO GO.

After deciding where to go, one must decide when to go. This is very simple, if circumstances allow a free choice. Spring is by all means the best season, summer the next, autumn the next, and winter the worst. In the summer the ocean is even quieter than in the spring, but by going early one has a better chance of immediate

employment on landing. In the winter, rough weather generally prevails on the ocean, but the ships are usually much less crowded than during the rest of the year.

HOW TO GO.

Steamships are far preferable to sailing vessels for the voyage. The former make the passage in from ten to fourteen days, while the latter require from four to eight weeks. The rates of passage are generally lower on sailing than on steam vessels, but the difference is not great enough to compensate for the loss of time and the hardships of a long voyage. The accommodations, especially the food, are generally much better on steamships. Nine tenths of the emigrants to the United States already come by steamers, and it is believed that sailing ships will soon entirely cease to be employed in carrying them. In 1869 steamers lost only one in a thousand passengers, while sailing vessels lost one in two hundred. This shows how much safer the former are.

To reach the port of embarkation, if the emigrant is not already there, requires information which can be fully given only on the spot, and we do not here attempt it. At most of the steamship agencies which are scattered over Great Britain and Northern Europe, tickets may be purchased to cover the expense of the journey to the port. The purchase of tickets requires caution. The emigrant must take care that he goes to the proper office, and gets the proper ticket at the proper price.

We now give a table in which the various steamship lines are enumerated, with details concerning their management as far as steerage passengers, that is, emigrants, are concerned.

STEAMSHIP LINES FROM NORTHERN EUROPE TO THE UNITED STATES.

Steamship Lines.	Tonnage and Horse-power of Steamers.	Agencies in Europe and the United States.	Ports of Embarkation and Debarcation.	Rates of Passage for Steerage Passengers.	Average No. of Steerage Passengers carried in a Steamer.	Space allowed each Passenger for Luggage.
Anchor Line.	From 1,000 to 3,300 tons, and from 400 to 1,200 horse-power.	Handyside and Henderson, Glasgow and Londonderry; Henderson Bros., Liverpool, Christiania, Gothenburg, and New York.	From Glasgow to New York, touching at Londonderry, Ireland. Run in connection with the Anchor Lines of North Sea steamers to Norway, Sweden, and Denmark.	From Glasgow, Londonderry, and Liverpool, £6 6s. From Gothenburg, Copenhagen, and Christiania, \$38 (American currency). From Hamburg, Antwerp, and Rotterdam, \$36 (American currency).	500	20 cubic feet. The company assumes no responsibility.
Cunard Line.	From 2,000 to 4,000 tons, and from 230 to 1,000 horse-power.	D. & C. MacIver, Liverpool and Queenstown; G. & J. Burns, Glasgow; S. Sorensen, Gothenburg; Christian Stapel & Co., Copenhagen; F. Prens, Christiansund; M. Otto U. Müller, Hamburg; Chas. Börstein, Bremen; J. Hartmann & Co., Antwerp; J. De Waal, Rotterdam; Charles O. Francklyn, New York; Jas. Alexander, Boston.	From Liverpool to Boston, touching at Queenstown and Halifax; and to New York, touching at Queenstown.	From Liverpool, Queenstown, Glasgow, or Londonderry, to Boston or New York, £6 6s. From Gothenburg, Christiania, or Copenhagen, \$38 (American currency). From Hamburg, Antwerp, Havre, or Rotterdam, \$36 (American currency).	To Boston in 1870, 347. To New York in 1870, 365.	10 cubic feet.
Hamburg Line.	From 3,000 to 3,500 tons.	Hamburg, August Boltren; Havre, A. Brotschm; London and Southampton, Smith, Sundius, & Co.; New Orleans, Williams, Ruperti, & Co., Maury & Co.; Havana, D. Erdmann; New York, Kunhardt & Co.	From Hamburg to New York, touching at Havre, and touching at Plymouth and Cherbourg on the return trip. Steamers are to run between Hamburg and New Orleans, touching at Havre and Havana.	From Hamburg to New York or New Orleans, 55 thalers (Prussian currency). From Havre to New York or New Orleans, 210 francs.	492	10 cubic feet.
Inman Line.	2,700 tons.	Wm. Inman, Liverpool; Alex. Malcolm, Jr., Glasgow; Cornelius Carlton, Dublin; Herman Roos, Gothenburg; and	From Liverpool to Boston, touching at Queenstown, and Halifax; and to New	From Liverpool, Londonderry, Glasgow, or Cork, to Boston or New York, £6 6s. From	700	10 cubic feet.

National Line.	From 2,956 to 4,500 tons.	P. M. Kille, Copenhagen; H. Heitmann, Christiania; Falck & Co., Hamburg; H. Danielsberg, Bremen; Wm. Inman, Antwerp; Ruys & Co., Rotterdam; John G. Dale, New York; M. S. Creagh, Boston.	York, touching at Queens-town.	Gothenburg, Copenhagen, and Christiania, \$45 (American currency). From Hamburg, Antwerp, and Rotterdam, \$40 (American currency).	10 cubic feet.
North German Lloyd.	3,000 tons, and 700 horse-power.	W. Peters, Bremen; W. Kennedy, Antwerp; Keller, Wallis, & Postlethwaite, Southampton; Oelrichs & Co., New York; A. Schunacher & Co., Bremen.	From Bremen to New York, and Baltimore, touching at Southampton. During the summer months, from Bremen to New Orleans, also touching at Havre, Southampton, and Havana.	From Liverpool or Queens-town, £6 6s.	20 cubic feet for adults. 10 for children.
White Star Line.	5,000 tons and 3,500 horse-power.	This line is new and not yet in complete operation. The principal offices now are 10 Water St., Liverpool; 19 Broadway, New York. Agencies will soon be established throughout Europe.	From Liverpool to New York, touching at Queens-town.	From Liverpool, £6 6s. From Hamburg or Bremen, 60 thalers. From Liverpool to New York, \$83 (American currency).	10 cubic feet. There is a secure baggage room.
Williams & Gulton.	3,000 tons, and 600 horse-power.	25 Water St., Liverpool; John Anderson, Gothenburg; H. C. Dahlesen, Copenhagen; Blichfeldt & Co., Christiania; Morris & Co., Hamburg; Steinhilman & Co., Antwerp; J. B. Orel & Co., Rotterdam; 63 Wall St., New York.	From Liverpool to New York, touching at Queens-town.	From Liverpool, £6 6s. From Christiania, 30 Sp. From Hamburg, 45 thalers. From Rotterdam, 75 florins. From Antwerp, 155 francs.	10 cubic feet.

steerage passengers are furnished, on steamers of all of the above lines, with an abundance of food, of good quality, properly cooked, and served by the companies' stewards three times a day. This generally consists of fresh bread, tea or coffee, and gruel, if wished, for breakfast and supper, and beef or pork, soup, fish and potatoes, for dinner. Passengers must provide themselves, in all cases, with mattress, bedding, plate, mug, knife, fork, spoon, and water can. These can all be procured in Liverpool for fifteen shillings.

On all of the above lines, also, each passenger is assigned a separate berth, and single women are placed in rooms by themselves. The White Star Line places married couples and single women aft, and single men forward. On Anchor Line, nationalities are kept apart when in sufficient number.

Half fare is charged for children under twelve, and \$5 for infants under one, on the English lines. On the German lines, half fare is charged for children under ten, and three thalers current for infants under one.

Passengers are prohibited from carrying wares or merchandise in the luggage, and are liable, in case of so doing, to confiscation and punishment. On the North German Lloyd steamers, they must also pay \$400 to the ship. Gunpowder is prohibited, and weapons must be deposited with the captain. Money, or objects of value, may be placed for safe keeping in the captain's or purser's hands during the voyage.

In buying his ticket by any of the above lines, it will be well for the emigrant, if his destination on the other side of the ocean is fixed, to inquire concerning his transportation thither from the port at which he is to land. Some of the steamship companies make it an object to buy a ticket from the starting-point in Europe to or near the point at which one is to settle in the United States. This course must not be taken by the emigrant without minute inquiry.

The outfit is another important matter. An emigrant ought to have one or more stout boxes, well roped, and plainly marked. He should fill it or them with substantial clothing, including boots and shoes, part for winter, part for summer wear ; all costing much more in the United States than in Europe. Clothes of every kind, if in use, or ready for use, pass free at the custom-houses. Some articles may be required for the voyage. Concerning these, the rules of the steamship companies must be consulted. If the passenger has money or valuables, he would do well to deposit them with the purser of the ship during the voyage.

While on shipboard, one must be careful about his food, an abrupt change of diet being bad everywhere, and particularly at sea. The choice of acquaintances among the passengers should be very cautious, especially on the part of women. Discretion as to intercourse with others is of hourly importance during a voyage.

LAWS FOR THE PROTECTION OF EMIGRANTS.

A convention between the European powers and the United States for the protection of emigrants at sea has been proposed, and will probably be executed.

Meantime reliance must be placed on the separate legislation of the governments most nearly concerned.

That of Great Britain is as follows : —

On payment of passage money, emigrants are entitled to contract tickets specifying the name of vessel, date of sailing, and allowance of provisions. No runner or agent is entitled to a commission for procuring this ticket.

If a passenger shall report at the proper time on the day of sailing, and because of some action of the owner or officers, and by no default of his own, fail to obtain passage or guarantee of passage on another ship within ten days, with subsistence money in the interval, he may recover, before a justice of the peace, the money paid, and damages not exceeding £10.

No ship shall carry on her lower passenger deck a greater number of passengers than in the proportion of one person over twelve years of age, or two between one and twelve, to eighteen clear superficial feet of deck allotted to their use.

All male persons, fourteen years old and upwards, not occupying berths with their wives, must be berthed in a separate compartment from other passengers, and not more than one person (except husband and wife, or females and children under twelve) can occupy the same berth. Berths must not be removed till passengers are landed.

Passengers must be divided into messes of not more than ten each, estimating two persons between one and twelve as equal to one over

twelve, and the members of a family, one of whom is more than twelve years old, may form a separate mess.

Provisions according to the contract list must be issued to each mess daily, before two o'clock in the afternoon, such articles as require cooking having been cooked.

No spirits shall be sold on board.

Medicines and medical comforts (and in case the number of persons on board exceeds three hundred, a medical practitioner) must be provided by the owner or charterer of the vessel.

The medical officer and master may exact obedience to rules.

Passengers may be relanded in case of sickness, but must be provided with subsistence until they are forwarded, or the passage money is returned, or they decline or neglect to proceed. In case they are forwarded by the governor of a colony, or a consul, passage money cannot be reclaimed.

Passengers are entitled to eat and sleep on board for forty-eight hours after arrival in port, unless the vessel shall leave within that time to proceed on her voyage.

In case a breach of contract shall occur, the passenger may recover, by summary process before any two justices of the peace, the damages and costs, not to exceed in any case the amount of passage money, and £20. And a passenger shall be considered a competent witness in his own case.

Persons secretly stowing themselves on board a vessel for the purpose of procuring passage, are liable to a penalty of £20.

The legislation of the United States is as follows:—

No vessel shall carry more than one person in proportion to every two tons of such vessel, not including children under one year, and counting two children between one and eight years as one passenger. No person shall be carried on a deck where the height is not at least six feet in the clear. Where the height is seven and a half feet or more, fourteen superficial feet must be allowed for each passenger; when less than seven and a half, sixteen. The lower decks must be thoroughly ventilated.

Each vessel shall have on board, at the time of starting, a stock of provisions of good quality amply sufficient for the voyage, and proper facilities for cooking the same.

The captain of every such vessel is authorized to maintain good discipline and habits of cleanliness on board, and is required to make the necessary regulations, and to keep a copy of the same posted up in an accessible place during the voyage.

The State of New York has recently passed an act for the better protection of emigrants arriving at the port of New York, providing for an inquiry into any complaints of treatment, food, or other matters connected with the voyage.

NATIONAL OR STATE PROTECTION.

The protection of immigrants, as appears from the foregoing statements, has long been an object of national concern. But while the United States government has protected them in American vessels, it has left them on arriving, to the care of the States where they arrived.

This will appear from the following section. Within the last year or two, a movement has been begun with the purpose of establishing a Bureau or Board of Immigration by the national government, to take the place of the various boards or agencies hitherto appointed by the States. Bills are now before Congress which are intended to transfer the immigrant from State to national protection, immediately upon arrival.

LANDING.

At length the immigrant is in port. It is well if he has friends to receive him, or, in their absence, officials to direct him. Without one or the other, he must be on his guard at every turn. Runners, or agents, of one class or another, will beset him behind and before; some about his baggage, some about his boarding-house, some about the railroads by which he may be thinking of travelling to the interior. If he cannot help himself, he must ask help from the immigrant officers, or his fellow-passengers, and he will get it, if he deserves it.

The State of New York has established a Landing Depot for Immigrants at Castle Garden in the port of New York. The work centering there is done in departments, of which the following description is abridged from a pamphlet on Immigration, by Mr. Friedrich Kapp, late of the Commissioners of Immigration of the State.

I. *The Boarding Department.* — On arrival at the quarantine station (six miles below the city), every vessel bringing immigrant passengers is boarded by an officer of this department, stationed there for the purpose, who ascertains the number of passengers, the deaths, if any, during the voyage, and the amount and character of sickness, examines the condition of the vessel in respect to cleanliness, and receives complaints, of which he makes report to the General Agent and Superintendent at Castle Garden; he remains on board the ship during her passage up the bay, to see that the law prohibiting communication between ship and shore before immigrant passengers are landed is enforced. On casting anchor in the stream, convenient to the Landing Depot, he is relieved by an officer of the Metropolitan Police force, detailed at Castle Garden, and the passengers are transferred to the care of

II. *The Landing Department,* from which the Landing Agent proceeds with barges and tugs, accompanied by Inspector of Customs, to the vessel. After an examination of the luggage, it is checked, and the passengers with their luggage are transferred to the barges and tugs, and landed at the Castle Garden pier. On landing, the passengers are examined by a medical officer, to discover if any sick have passed the health authorities at quarantine (who are thereupon transferred by steamer to the hospitals on Ward's or Blackwell's Island), and likewise to select all subject to special bonds under the law, as blind persons, cripples, lunatics, or any others who are likely to become a future charge. This examination being ended, the immigrants are directed into the Rotunda, a circular space with separate compartments for English-speaking and other nationalities, to

III. *The Registering Department*, where the names, nationality, former place of residence, and intended destination of the immigrants, with other particulars are taken down. The passengers are then directed to

IV. *The Agents of the Railroad Companies*, from whom they can procure tickets to all parts of the United States and Canada, without the risk of fraud or extortion to which they are subjected outside of the Depot. In the mean while, the baggage and luggage are stored in the baggage room. A brass ticket, with any letter of the alphabet from A to F inclusive, and a number from 1 to 600, is delivered to the immigrant on landing, and a duplicate fastened on his piece of baggage. The trunk or box is then placed in the baggage-room. This room has six bins, designated by the letters A, B, C, D, E, F, and each bin has six hundred numbers. Accordingly, when the immigrant produces his ticket, a baggageman at once goes to the bin indicated by the letter and number on the ticket, and delivers the baggage required.

The immigrants destined inland, on delivery of their check, take their baggage to the weigher's scales. After having been weighed and paid for, it is sent free of charge to the depot of the railroad or dock of the steamboat by which they leave. Such immigrants as design remaining in this city and vicinity are directed to

V. *The City Baggage Delivery*, which ascertains the address to which the immigrants may desire to have their luggage sent, and takes their orders, exchanging the brass check received from the Landing Agent on shipboard, for a printed paper one. The luggage is then promptly delivered in any part of this city and vicinity at a moderate rate of charges, approved by the Commission. At the same time, those having gold or silver which they may wish to have exchanged for United States currency are directed to one of three

VI. *Exchange Brokers*, admitted into the Depot, who change specie for a small advance on the market rate, set forth in a conspicuous place for the observation of the immigrant, the daily fluctuations in rates being duly noted.

These last three departments are conducted by responsible parties, who, while not officers, are nevertheless under the close and constant supervision of the Commission, and are required to keep a record of all transactions, subject to the inspection of any member of the Board.

VII. *The Information Department*.—When the foregoing operations are completed, the immigrants are assembled in the Rotunda, and an officer of the Commission calls out the names of those whose friends attend them in the waiting-room at the entrance of the Depot, and to whom they are directed. At the same time are called out the names of those for whom letters or funds are waiting, which are then delivered to the proper owners through the Forwarding Department. Immigrants who desire to communicate with friends at a distance are referred to

VIII. *The Letter-writing Department*, where clerks, understanding the various Continental languages, are in attendance to write. The immigrant, while waiting a reply, if destitute, finds a home in the institutions at Ward's Island.

IX. *Boarding-house Keepers*, licensed by the Mayor and properly certified as to character by responsible parties, are admitted to the Rotunda, after the foregoing business has been completed, to solicit for their respective houses such immigrants as desire to remain in the city for any length of time. These boarding-house keepers are subject to certain regulations, and every precaution is taken to guard the immigrant against the abuses and imposition to which he was formerly liable.

X. *The Forwarding Department* receives, through the Treasurer, all communications and remittances from friends of immigrants, sent either before their arrival or in response to letters written by the Letter Department.

XI. *The Ward's Island Department* receives all applications for admission to the Refuge or Hospital there. Attached to this department are two physicians, whose duties are to examine all sick and destitute applicants for relief, and to visit all such at their residences in the city, and report to the General Agent.

XII. *The Labor Exchange*. — Each immigrant on arriving is requested to enter his or her name, ship, date of arrival, and character of employment; while every employer is required to enter his or her name, residence, recommendations, references, and description of labor wanted. This Labor Exchange furnishes an intelligence office, *without charge*, for immigrants desirous of finding employment or service in the city or at a distance; and undertakes to supply all sorts of skilled mechanical and agricultural labor to employers in any part of the United States, who come with a proper guarantee of character and other necessary qualifications.

Such is the Commissioner's account. A few words from a pamphlet by a Scotch farmer give an immigrant's impressions.

"When the shore is reached, the passengers, baggage and all, are driven to Castle Garden, between two lines of officials, in the same manner as the railway officials in the west put the wild Texas cattle into the cars, minus the whipping. In the passage along Castle Garden, we were met first by one government official, and then by another, each of whom asked a distinct class of questions, and scrutinized the appearance of every immigrant. Some of the questions were as follows: What is your name? Where is your former place of residence? Whither are you going? What is your trade? After the government inspectors were satisfied, we were pushed farther on to a large open area, where we had to remain till all had passed this ordeal. When this formal business was completed, we wanted to get out to a hotel to secure a bed and get rested, for we were very much used up. We were told by the door-keeper that we must remain till the business was completed. I insisted on getting out on the plea of sickness, — and very sick I was, — but that had no effect. There I had to remain along with many more, to be assailed by a host of what were called very respectable lodging-house keepers, and to hear an almost endless string of names called over, which was only interesting to a few. One would infer from the name of this place — Castle Garden — that he was entering into a paradise; but I could call it by another name. It contains a Labor Exchange, — a most important and useful office for immigrants

whose minds are not fixed on any particular place, and especially for those who have no money to carry them farther. A meal can be got in the building for half a dollar, and immigrants can remain in it to wait the chance of employment. There is no place for them to sleep, unless on the floor or on a form. If one possessed of money or valuables wishes to remain for a time about New York, and knows of no place for their safety, he should hand them over to the General Superintendent of Castle Garden, in whose hands they are quite safe, and who will grant a receipt for them. An immigrant can leave his baggage there for days or weeks, if it is not convenient for him to remove it, but he should be careful always to get a check for each box, which is his guarantee for his property, from the Company's employees. Every employee, while on duty, is obliged to wear and exhibit a badge, showing his position, which is a good arrangement to prevent imposition by sharpers. All services rendered to immigrants by the servants are without charge. The Immigration Commissioners have established a hospital for immigrants prostrated by sickness, and not able to pay for medical assistance and comforts. These and other arrangements at Castle Garden are all well meant, and have done good, and are possibly doing good still; but from the many complaints in and out of the place, it is evident there is a screw loose somewhere."

At all the principal ports to which steamship lines bring immigrants, especial provisions are made for their benefit.

The following account of those at the port of Boston is taken, in substance, from a recent journal.

On the arrival of the steamship, the decks are alive. The passengers cluster at the fore-castle and hedge the bulwarks, some with eager eyes watching for the first look of recognition from some expectant relative; others with stolid but not altogether uninterested gaze, scanning the new situation, all anxious to get ashore and enjoy the first taste of the larger liberty which they have crossed the seas to obtain. The gangways are flung open, the custom-house officers take their positions on the planking, and then an excited throng begins to push its way out. Inspected as they pass, they gather in companies, or rush about in confusion, actuated by the common desire to gain possession of their luggage, and assure themselves that their little store of goods and chattels is safe. As soon as the customs officers have gone through their examinations, the chests and trunks are strapped again, unless, as sometimes happens, contraband articles are discovered.

Meanwhile the immigrants are looked after by the agents of the steamship company, who take excellent care of every one. They employ two interpreters, who speak all the languages which may happen to be the mother tongue of any of the immigrants. The business office is at the upper end of the wharf. Nearly all the immigrants bring prepaid orders, which entitle them to a railroad ticket to the place of their destination. These orders they present at the business office, the interpreter standing by to converse with those who need his aid, and each order is checked, registered, and returned to the owner in an envelope, with a direction printed in six languages, — English, French, German, Italian, Danish, and Swedish, — informing them that

they are to exchange it for railroad tickets at the railroad station outside the gate. Meanwhile they find tables with seats and a huge stove which furnishes plenty of warmth. At the proper hour cooked food is furnished to all who desire it. Those who are destined to any place in Massachusetts or the other Eastern States are allowed to depart as soon as the customs officers have inspected their baggage. The others repair to the passenger station on the neighboring wharf and wait for the train, on which they find food provided for them. The wharf, where their baggage is landed and transferred, is protected by a high gate; and while the immigrants are disembarking, none but officials or agents are allowed to be present, so that the immigrants are entirely free from the danger of being swindled by sharpers. Persons of respectable intentions are sometimes allowed to inquire for domestics, but the difficulties which they experience in finding any one who is anxious to get a situation convinces them that very few of the immigrants come here at a venture. No fees are charged by the agents who care for them.

At Portland and Baltimore much the same precautions are taken as at Boston.

At New Orleans, a State Bureau of Immigration has provided offices for record, labor exchange, and land registry, the last furnishing official statements concerning the lands for sale in the interior of the State. A circular from the Commissioners of Immigration makes the following statement (we abbreviate it) which is worth considering :

“The route *via* New Orleans and the Mississippi River for European immigrants destined even to the extreme Northwestern States and Territories, is cheaper, and more comfortable than that *via* New York. Being available in the winter time, it thereby enables the immigrant to save a summer's work, which, in the United States, is equivalent to the cost of transportation for himself and an ordinary family from Europe. The immigrant fare from Hamburg or Bremen to New York is precisely the same as to New Orleans. The railroad fare on the slow immigrant cars from New York to St. Louis, including less than one hundred pounds of baggage, is fully ten dollars more than the fare from New Orleans to St. Louis on large and commodious steamboats, with comfortable accommodations for passengers, and no account taken of the baggage, — a matter of very great importance.” But this is a route to be taken only from October to April, on account of the unhealthy climate during the rest of the year.

Some statistics with regard to immigration to the port of New York will be found at the conclusion of this part of the Handbook.

SETTLEMENT.

Where the residence of the immigrant is not already decided, it had better be made at some point in the interior. The great cities of the seaboard are generally the poorest homes for the new-comer, unless his skill in certain branches of industry or traffic makes such places the most advantageous for him. To the large majority of immigrants, skilled or unskilled, the agricultural, mining, and manufacturing industries of the interior offer greater advantages than can be found on the coast.

IMMIGRANT AID SOCIETIES.

In deciding upon a location, or upon the mode of getting to it, or upon any similar question, the immigrant, unless thoroughly provided with old friends, will act wisely in seeking new ones where they may be really found. At any port of debarkation, if we mistake not, and at many of the great industrial centres in the interior, societies have been organized, generally by immigrants themselves, to aid immigrants in various ways. We give a list of these societies so far as we are advised, and recommend every reader of this volume whom they are intended to assist, to obtain their assistance in case of need, and even of doubt, on his part. Such societies as are omitted from the list will confer a great favor upon the Association publishing this Handbook, by forwarding their address and any account of their work which they may be willing to contribute towards the next edition. Some further details respecting one or two of these societies will be given under the cities where they are established, *e. g.* German Immigrant Aid Society, under New York.

Place.	Society.	Office, President, or Agent.
Boston.	German.	Julius Elson, 51 West Street.
New York.	German.	13 Broadway.
	Irish.	51 Chambers Street.
Philadelphia.	German.	24 South Seventh Street.
Baltimore.	German.	272 South Broadway.
Savannah.	German.	
New Orleans.	German.	10 St. Peter's Street.
Cincinnati.	German.	
Chicago.	German.	
	Irish.	
	Scandinavian.	
Fort Smith, Ark.	German.	Julius Happeck.
St. Louis.	German.	315 Elm Street.
St. Paul.	German.	
	Irish.	32 Marshall Avenue.
	Scandinavian.	5 Lafayette Avenue.
Sacramento.	German.	C. Wolleb, Post Office Box 320.
San Francisco.	California Union.	•
	French.	
	German.	732 Washington Street.
	Irish.	
	Italian.	
	Scandinavian.	

HOW TO TRAVEL.

Travel of some sort is commonly necessary to ensure a satisfactory settlement. And like everything else in a strange country, travel requires caution. The immigrant from the Continent of Europe will find that many precautions to which he is accustomed there, are not

taken here by the railroad or steamboat officials. He must look out for himself, choose the right route, buy the right ticket, get into the right car, and so on, through his journey, without waiting for specific directions.

Immigrants intending to settle in *Maine*, if landing at Portland or at Quebec, will be taken from either of these ports by the Grand Trunk Railroad to the interior of the State. Those seeking homes in *New Hampshire*, *Vermont*, *Massachusetts*, *Rhode Island*, and *Connecticut*, landing at Boston, will find numerous roads to all parts of those States. Those for *New York*, *New Jersey*, *Pennsylvania*, and *Delaware*, landing at New York City, may take the Hudson River and New York Central Railroad, the Erie Railroad, the Allentown Line, or the New Jersey Railroad and Pennsylvania Central, or one of the shorter roads, according to the particular point which they wish to reach. Those for *Maryland*, *Virginia*, *West Virginia*, *North Carolina*, *South Carolina*, *Georgia*, *Alabama*, *Florida*, *Kentucky*, *Tennessee*, and *Arkansas*, landing at Baltimore, may proceed thence by various lines. Those for *Mississippi*, *Louisiana*, and *Texas*, landing at New Orleans, go thence by land or water. For *Michigan*, *Wisconsin*, and *Minnesota*, the most direct route is either by the Grand Trunk Railroad from Portland or Quebec to Detroit, or the New York Central and Hudson River Railroad from New York to Suspension Bridge, near Niagara, or by the Boston and Albany Railroad and its connections from Boston to Suspension Bridge, and thence by the Great Western Railroad of Canada to Detroit, from which there is convenient railroad and steamboat communication. For *Ohio*, *Indiana*, *Illinois*, *Iowa*, and *Missouri*, the New York Central, Erie, or Pennsylvania Central Railroad takes passengers from New York, and connects with other lines for all parts of the West. Those landing at Baltimore can also easily reach the States just named by the Baltimore and Ohio Railroad and its connections. *Kansas*, *Colorado*, *New Mexico*, and *Arizona* can be reached most readily by the Pennsylvania Central, or the Baltimore and Ohio Railroad, and their connections, to St. Louis; going on by the Pacific Railroad of Missouri and the Kansas Pacific Railroad. For *Nebraska*, *Nevada*, *California*, *Oregon*, and the Territories not mentioned, one may follow either of the before-named routes to Chicago; thence either of the roads to Omaha, and finally, the Union Pacific and Central Pacific Railroads to their destination.

The following are the present rates of fare on immigrant trains to prominent points in the West from New York City by either of the three lines, Erie, New York Central, or Pennsylvania Central. Children under four years of age are carried free, and those between four and twelve are charged half price. Each adult passenger is allowed to take eighty pounds of baggage without extra charge.

	Fares from New York.	Extra Luggage per 100 lbs.	Distance in Miles.
Ann Arbor, Mich. . . .	\$11.10	\$2.75	716
Buffalo, N. Y. . . .	6.00	1.80	433
Burlington, Iowa . . .	18.40	4.00	1,122
Cairo, Ill. . . .	18.20	4.05	1,141

	Fares from New York.	Extra Luggage per 100 lbs.	Distance in Miles.
Chattanooga, Tenn. . . .	\$19.70	\$5.60	980
Chicago, Ill.	13.00	3.10	911
Cincinnati, Ohio	11.50	2.80	744
Columbus, Ohio	10.00	2.50	624
Des Moines, Iowa	23.75	5.30	1,251
Detroit, Mich.	10.00	2.50	679
Dubuque, Iowa	19.50	4.35	1,100
Erie, Pa.	8.30	2.15	508
Fort Wayne, Ind.	11.10	2.75	763
Galena, Ill.	19.45	4.20	1,083
Grand Haven, Mich. . . .	13.00	3.10	868
Green Bay, Wis.	20.50	4.40	1,153
Indianapolis, Ind.	12.35	3.00	838
Iowa City, Iowa	20.15	3.60	1,147
Jefferson City, Mo. . . .	18.65	4.75	1,210
Junction City, Kansas . .	30.85	6.75	1,504
Kalamazoo, Mich.	13.00	3.10	822
Kansas City, Mo.	21.85	5.40	1,366
Keokuk, Iowa	17.00	3.90	1,232
La Crosse, Wis.	21.50	4.75	1,191
Louisville, Ky.	13.70	3.25	900
Madison, Wis.	17.60	3.90	1,019
Marquette, Mich.	26.00	5.05	1,228
Memphis, Tenn.	19.70	5.30	1,289
Milwaukee, Wis.	15.50	3.55	996
Muscatine, Iowa	19.70	4.45	1,130
Nebraska City, Neb. . . .	26.30	6.00	1,500
Omaha, Neb.	26.80	6.00	1,455
Oshkosh, Wis.	19.30	4.15	1,104
Parkersburg, W. Vir. . . .	11.45	2.15	569
Pittsburg, Penn.	7.10	2.60	431
Port Sarnia, Can. W. . . .	8.50	2.20	485
Prairie du Chien, Wis. . .	20.50	4.45	1,190
Quincy, Ill.	16.30	3.75	1,176
Rock Island, Ill.	18.50	4.20	1,093
Sacramento, Cal.	60.00	8.00	2,900
St. Joseph, Mo.	21.85	5.35	1,385
St. Louis, Mo.	16.10	3.75	1,840
St. Paul, Minn.	26.00	5.80	1,441
San Francisco, Cal.	60.00	8.00	3,300
Sioux City, Iowa	33.00	6.85	1,453
Springfield, Ill.	14.90	3.50	1,062
Suspension Bridge, N. Y. .	6.00	1.80	527
Terre Haute, Ind.	13.25	3.15	912
Toledo, Ohio	10.35	2.60	742
Topeka, Kansas	26.20	6.05	1,433
Vicksburg, Miss.	23.20	7.45	1,542
Vincennes, Ind.	13.95	3.30	936
Wheeling, W. Vir.	8.45	2.20	522

Charges from Portland and Boston are about ten per cent. more than the above; from Philadelphia, about five per cent. less; from Baltimore, about ten per cent. less.

All these rates are from time to time revised, the general tendency being toward lower prices; and where rail comes into competition with water transportation, the charges, are considerably lower in summer than in winter.

Steamboat lines usually charge less, but are slower, and the deck passage furnished to immigrants is often exposed and uncomfortable.

It is to be understood that the immigrant trains upon most of the roads are made up of old and uncomfortable carriages, though never so much so as the third-class carriages of Europe. They travel slowly, fifteen miles an hour on the average, and with frequent delays. Any one with a little spare money may take the general passenger trains, and save time and meals upon his journey.

Of ordinary railway travelling in the United States, the Scotch farmer already quoted speaks enthusiastically:

“Although somewhat far advanced, I cannot close this report without remarking on the vast superiority of the American mode of railway travelling as contrasted with our system at home. There, in the railway carriage as everywhere else, all men are equal. There are no first, second, and third classes either in carriages or passengers; and the accommodation is magnificent. The seats are placed in rows along the sides of the carriages, with an open space between, and are finely cushioned. Entrance is by a door in the ends. At each end also a stove is placed, and kept lighted in cold weather. Among other conveniences there are smoking-cars, water-closets, drinking-water, and sometimes a dining-car, gorgeously fitted up, where all creature comforts can be got at reasonable charges; so that the longest journey is rendered comfortable in some degree.”

As this is no place for time tables or other details respecting railroad or steamboat routes, the reader is recommended to provide himself with such a guide-book as he will find for sale at any principal depot.

BUILDING.

In case the immigrant decides to settle upon unoccupied land, he will be obliged to build, and a few suggestions are given to help him in this important undertaking.

The most usual building material for farm-houses is wood. This is used either in hewn timbers for the walls of the building, with sawed stuff for the floors and fittings, making what is called a log-house, or entirely in sawed stuff, in which case it is called a frame-house. Where timber is abundant, the saw-mill distant, and labor scarce, the house with walls of hewn timbers is generally to be recommended, and is well suited to the extremes of the American climate, being warm in winter and cool in summer. Houses of boards should be built with care to have them warm enough for the winter, provided they are north of Southern Virginia, Tennessee, or Missouri. To secure this, there should be a coat of plaster against the outer boards so as to give a tight air space in the walls.

At many points in the West, one may buy framed houses with the

pieces numbered, so that they can be easily transported and put up expeditiously.

Brick and stone are generally more costly than wood, and therefore less used than in Europe.

In building it should be remembered that pine does not endure well in contact with the ground. Cedar, chestnut, or locust is the proper wood for such a position. All woods exposed to the rain are the better for whitewash or paint.

If the region is swampy or subject to fevers, the house should stand on the highest land, and the bedrooms as high in the house as possible. Bedrooms should never be on the ground floor if it can be avoided.

In the prairie country, trees should be planted as soon as possible on the north side of the house. Six rows or more of pines, fifteen feet apart, will make a great shelter in a few years against the severe winds from that direction.

The main point to be remembered is that the heat of summer and the cold of winter are much greater than in Europe. Houses should be built with reference to this.

STATISTICS FOR 1870.

The following table gives the total number of immigrants arriving in the different ports of the United States during the year ending September 30th, 1870 :—

	Great Britain.	Ireland.	Germany.	Norway and Sweden.	China.	British N. A. P.	All others.
December 31, 1869.	22,117	8,656	26,576	3,652	1,965	9,100	4,872
March 31, 1870 . .	11,683	4,872	8,881	483	1,732	7,609	3,280
June 30, 1870 . .	39,346	30,941	51,555	15,382	6,453	14,889	7,216
September 30, 1870	25,391	12,795	19,752	6,491	2,886	26,823	4,162
	98,437	57,264	106,764	26,008	13,036	58,421	19,530
Total							379,510

The following table of arrivals at Immigrant Landing Depot shows the immigration to the port of New York for the year 1870.

FROM WHAT PORT.	STEAMERS.		SAILING VESSELS.		Total Number of Passengers.
	No.	Passengers.	No.	Passengers.	
Liverpool and Queenstown . . .	224	118,300	27	5,075	123,375
Glasgow and Londonderry . . .	74	23,398	2	371	23,769
London and Havre	20	4,605	24	1,507	6,112
Bremen and Hamburg	95	43,703	47	11,435	55,138
Other Ports	18	5,135	2	25	5,160
	431	195,141	102	18,413	213,554

The Castle Garden Labor Bureau reports the following:—

1. *Engagements.* — From January 1st to December 31st, 1870, the Labor Bureau procured employment for 27,912 persons, namely, 17,857 males, 10,055 females. Of the males, 3,186 were mechanics, 14,671 agricultural and common laborers. Of the females, 306 were skilled laborers (cooks, laundresses, seamstresses, weavers, etc.), and 9,749 were common house servants.

2. *Education.* — Of the 27,912 immigrants thus cared for at the Bureau, 23,312 (15,433 males, 7,879 females) could read and write; and 4,600 (2,424 males, 2,176 females) could not.

3. *Distribution of Labor.* — From a table prepared at the Bureau, it appears that the supply of labor was distributed chiefly in the city of New York and the States of New York, New Jersey, and Connecticut.

<i>New York City.</i>		<i>New York State.</i>		<i>New Jersey.</i>		<i>Connecticut.</i>	
Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.
4,704	7,411	6,468	869	4,341	1,499	927	201

making 26,420 out of the total 27,912.

4. *Occupations.* — Those of men and boys who found employment through this office were as follows:—

Apprentices	29	Gas-fitters	3
Bakers	77	Gilders	10
Bar-keepers	18	Goldsmiths	9
Basket-makers	3	Grocery clerks	23
Blacksmiths	59	Hatters	21
Bookbinders	34	Heaters	23
Brass-finishers	16	Iron-moulders	74
Brewers	49	Lithographers	10
Brick-layers	28	Locksmiths	79
Brush-makers	3	Machinists	74
Butchers	60	Masons	61
Cabinet-makers	371	Millers	12
Cap-makers	8	Miners	80
Carpenters	89	Painters	70
Chemists	3	Paper-hangers	11
Cigar-makers	32	Plasterers	6
Compositors	11	Plumbers	4
Confectioners	23	Polishers	25
Cooks	10	Porters	37
Coopers	21	Printers	21
Cutlers	2	Puddlers	57
Deck-hands	43	Ropemakers	2
Druggists	5	Saddlers and harness-makers .	61
Dyers	10	Shoemakers	345
Engineers	2	Slate-roofers	2
Engravers	10	Soap-makers	5
Florists	34	Spinners	11
Fresco-painters	21	Stone-cutters	31
Furriers	3	Tailors	315
Gardeners	143	Tanners	32

Tinsmiths	48	Watchmakers	9
Turners	30	Weavers	167
Upholsterers	25	Wheelwrights	34
Varnishers	8	Wine-coopers	7
Wagon-smiths	31	Wood-carvers	10
Waiters	43		
Total			3,186

5. *Wages.*—(a.) Farm hands and female servants are paid according to the following averages:—

	Males, per month, and board.	Females, per month, and board.
January	\$9.25	\$9.00
February	13.25	9.25
March	14.75	9.75
April	16.75	10.00
May	17.75	10.25
June	20.75	10.25
July	19.00	10.00
August	15.25	10.00
October	11.50	10.00
November	10.50	9.75
December	9.00	9.75

(b.) Common laborers earn from \$1.50 to \$2.00 per day, without board.

(c.) The wages for skilled labor cannot be exactly specified, as the workmen make their own contracts with the employers, the price being regulated by ability and the season.

* indicates wages *with board*. d. means day, w. week, m. month.

Apprentices,	\$4.00–5.00 w.	Cutlers,	\$12.00–18.00 w.
Bakers,	\$6.00–14.00 m.	*Deck-hands,	\$25.00–30.00 m.
*Barbers,	\$9.00–15.00 m.	*Druggists,	\$18.00–25.00 m.
*Bar-keepers,	\$10.00–30.00 m.	*Dyers,	\$20.00–25.00 m.
Basket-makers,	\$15.00–18.00 w.	Engineers,	\$15.00–18.00 w.
Blacksmiths,	\$2.00–3.50 d.	Engravers,	\$15.00–35.00 w.
Bookbinders,	\$10.00–18.00 w.	*Florists,	\$15.00–25.00 m.
Brass-finishers,	\$10.00–20.00 m.	Fresco-painters,	\$15.00–35.00 w.
*Brewers,	\$15.00–25.00 m.	Furriers,	\$10.00–15.00 w.
Brick-layers,	\$3.50–4.00 d.	*Gardeners,	\$15.00–25.00 m.
Brush-makers,	\$2.00–2.50 d.	Gas-fitters,	\$15.00–20.00 w.
*Butchers,	\$10.00–20.00 m.	Gilders,	\$15.00–18.00 w.
Cabinet-makers,	\$2.00–3.00 d.	Goldsmiths,	\$20.00–30.00 w.
Cap-makers,	\$8.00–12.00 w.	*Grocery clerks,	\$8.00–15.00 m.
Carpenters,	\$3.00–4.00 d.	Hatters,	\$15.00–20.00 w.
Chemists,	\$10.00–12.00 w.	*Heaters,	\$25.00–30.00 m.
Cigar-makers,	\$8.00–15.00 w.	Iron-moulders,	\$18.00–20.00 w.
Compositors,	\$15.00–25.00 w.	Lithographers,	\$12.00–25.00 w.
*Confectioners,	\$30.00–40.00 m.	Locksmiths,	\$8.00–15.00 w.
*Cooks,	\$25.00–100.00 m.	Machinists,	\$15.00–18.00 w.
Coopers,	\$18.00–20.00 w.	Masons,	\$3.00–4.00 d.

*Millers,	\$12.00-18.00 m.	Soap-makers,	\$10.00-12.00 w.
Miners,	90 cents per ton.	Stone-cutters,	\$3.00-4.00 d.
Painters,	\$10.00-15.00 w.	Tailors,	\$10.00-20.00 w.
Paper-hangers,	\$10.00-15.00 w.	*Tanners,	\$10.00-15.00 m.
Plasterers,	\$3.00-5.00 d.	Tinsmiths,	\$10.00-15.00 w.
Plumbers,	\$2.50-3.00 d.	Turners,	\$10.00-18.00 w.
Polishers,	\$10.00-15.00 w.	Upholsterers,	\$12.00-18.00 w.
Porters,	\$8.00-15.00 w.	Varnishers,	\$9.00-12.00 w.
Printers,	\$12.00-18.00 w.	Wagon-smiths,	\$10.00-18.00 w.
Puddlers,	\$2.00- ——— d.	*Waiters,	\$15.00-30.00 m.
Rope-makers,	\$12.00-15.00 w.	Watchmakers,	\$15.00-20.00 w.
Saddlers and har-		Weavers,	\$9.00-12.00 w.
ness-makers,	\$12.00-15.00 w.	Wheelwrights,	\$15.00-16.00 w.
Shoemakers,	\$9.00-15.00 w.	*Wine-coopers,	\$30.00 m.
Slate-roofers,	\$2.00-3.00 d.	Wood-carvers,	\$15.00-20.00 w.
Spinners,	\$9.00-12.00 w.		

WAGES.

The preceding table furnishes a standard of comparison. In proportion as the area of labor expands, and its occupants diminish in number, their wages will be more remunerative. As the immigrant proceeds westward, therefore, leaving the somewhat overstocked industries of the seaboard behind him, he will find, as a general rule, that he earns more, and spends less for the necessities of life. There is the greater reason for the advice already given him, to get into the interior instead of lingering in the port where he may arrive.

It was the intention of this compilation to give a full statement of wages in all employments and in all parts of the United States. But after the expenditure of much time and money, the data obtained proved insufficient for the purpose. In fact, so many circumstances are to be taken into account, the various rates of spending as well as those of earning money, that we doubt the practicability of drawing up a table of wages by which it would be safe for a stranger to shape his course. At all events, such a table, if it can be constructed, must be deferred to a later edition of this Handbook.

MONEY.

Values are expressed in dollars and cents, the sign \$ standing for dollars. Thus \$1.25 means one dollar and twenty-five cents. The dollar contains one hundred cents.

The United States coinage is in copper or nickel, or both, for cents, silver for dollars and parts of a dollar, gold for dollars and dollar pieces. At present no coins but cents are in general circulation. The currency is in paper, either fractional, *i. e.* parts of a dollar, or bills from one dollar to one thousand dollars; the former issued by the government, the latter both by the government and the banks. Paper money is not equal in value to gold or silver; and the immigrant who brings out his savings in coin, is entitled to a premium on exchanging it for the common currency. This premium is now about

ten per cent., so that every dollar in gold or silver is worth ten cents more in paper.

Some of the principal gold and silver pieces of Europe are at the following rates in United States gold and silver : —

Gold.

England, sovereign	.	.	.	.	.	.	.	.	\$4.84
France, 20 francs	.	.	.	.	.	.	.	.	3.84
N. Germany, 10 thalers	.	.	.	.	.	.	.	.	7.90
“ “ Prussian	.	.	.	.	.	.	.	.	7.97
S. Germany, ducat	.	.	.	.	.	.	.	.	2.28
Sweden, “	.	.	.	.	.	.	.	.	2.23

Silver.

England, shilling	.	.	.	.	.	.	.	.	22 cents.
France, 5 francs	.	.	.	.	.	.	.	.	98 “
N. Germany, thaler	.	.	.	.	.	.	.	.	72 “
S. Germany, florin	.	.	.	.	.	.	.	.	41 “
Sweden, rix dollar	.	.	.	.	.	.	.	.	\$1.11

WEIGHTS AND MEASURES.

These are the same in the United States as in Great Britain. The following table gives the value of the principal units in French, German, and Swedish reckoning : —

UNITED STATES.	FRANCE.	PRUSSIA.	SWEDEN.
1 foot =	30.48 centimetres	11.653 zoll	1.027 fot
1 yard =	91.44 centimetres	1.37 ellen	3.08 fot
1 mile =	1.609 kilometres	427.3 ruthen	54.2 ref
1 acre =	40.466 ares	1.585 morgen	4.59 square ref
1 gallon =	4.54 litres	3.968 quart	1.736 kannor
1 bushel =	33.35 litres	10.58 metzen	7.936 kappar
1 pound =	453.59 grammes	31.03 loth	1.068 skalpund
1 “short” ton =	907.18 kilogrammes	17.63 centner	21.355 centner

POSTAGE.

The law requires postage on all letters, excepting those written to the President or Vice President, or members of Congress, or (on official business) to the chiefs of the executive departments of the government, and the heads of bureaus and chief clerks, and others invested with the franking privilege, to be prepaid by stamps or stamped envelopes, prepayment in money being prohibited.

All drop letters must be prepaid. The rate of postage on drop letters, at offices where free delivery by carrier is established, is two cents per half ounce, or fraction of a half ounce; at offices where such free delivery is not established, the rate is one cent.

The single rate of postage on all domestic mail letters throughout the United States is three cents per half ounce, with an additional rate of three cents for each additional half ounce, or fraction of a half ounce.

TO FOREIGN COUNTRIES.	Letters not	Regular Fee for
	exceeding one Half Ounce.	Registered Let- ters and other Postal Packets.
	cts.	cts.
Australia, British mail, <i>via</i> Southampton	16	16
Australia, British mail, <i>via</i> Marseilles	24	16
Australia, <i>via</i> San Francisco	10	—
Australia, <i>via</i> Brindisi	22	16
Belgium	10*	8
Belgium, <i>via</i> Bremen and Hamburg	12*	8
Canada (including New Brunswick and Nova Scotia) (let- ters, if unpaid, 10c. per half ounce)	6*	5
Denmark, <i>via</i> North German Union, direct (if prepaid, 10c.)	13*	8†
Denmark, <i>via</i> North German Union, closed mail, <i>via</i> Eng- land (if prepaid, 13c.)	16*	8†
France (by every steamer <i>via</i> England)	4*	—
France (by direct steamer only)	10	—
German States (Austria, Baden, Bavaria, Prussia, Wurtem- berg), <i>via</i> North German Union, direct	7*	8
German States, <i>via</i> North German Union, closed mail, <i>via</i> England	10*	8
Great Britain (England, Ireland, Scotland, Wales)	6*	8
Holland	10*	8
Italy, <i>via</i> North German Union, direct	11*	8†
Italy, <i>via</i> North German Union, closed mail, <i>via</i> England, Italy, closed mail	14*	8†
Sweden, <i>via</i> North German Union, direct (prepaid, 11c.) . .	10*	8
Sweden, <i>via</i> North German Union, closed mail, <i>via</i> England (prepaid, 14c.)	13*	8†
Switzerland, <i>via</i> North German Union, direct	16*	8†
Switzerland, <i>via</i> North German Union, closed mail, <i>via</i> England	12*	8
Switzerland, French mail	15*	8
Switzerland, closed mail	42*	—
	10*	8

* Indicates that in cases where it is annexed, unless the letter be registered, prepay-
ment is optional; in all other cases prepayment is required.

† The registration is only for letters.

PART II.



THE UNITED STATES.

NORTH AMERICA looks, as it were, across the Atlantic Ocean towards Europe; across the Pacific towards Asia. Its central zone, covering about twenty degrees of latitude, and fifty-five of longitude, with an area of 3,000,000 square miles, is occupied by the United States. A large tract in the northwest, of about 600,000 square miles, belongs to the same nation.

The Atlantic coast line is about 2,200 miles, the Gulf about 1,800, and the Pacific, both western and northwestern, more than 2,000. Including the shores of bays, sounds, and lakes, the line is 30,000 miles in length.

Two ranges of mountains, the Alleghanies in the east, and the Rocky Mountains in the west, divide the country into three great regions: 1st, the Atlantic Slope, between the Alleghanies and the ocean; 2d, the Mississippi Basin, between the Alleghanies and the Rocky Mountains; and 3d, between the latter and the Pacific, the Pacific Slope,—not a single region, but broken by two ranges, the Sierra Nevada, and the Coast or Cascade, which intervene between the great chain of the Rocky Mountains and the western shore.

The principal divisions according to river systems are: 1st, the St. Lawrence, in the north; 2d, the Atlantic, including the Connecticut, Hudson, Delaware, and Potomac, in the east; 3d, the Mississippi, running with the Missouri (in fact the main stream) from the northern border to the Gulf of Mexico, and taking in the Ohio on the east, and the Arkansas and Red River on the west, with many lesser tributaries; 4th, the Texas Slope, with the Colorado and Rio Grande; 5th, the Pacific Slope, with the Columbia and another Colorado, together with the basins of the Red River in the north, and Utah in the interior.

The Great Lakes on the northern border are a distinctive geographical feature. It is computed that they contain more than half of all the fresh water in the globe.

CLIMATE.

Compared with that of Northern Europe, the climate of the eastern and central regions of the United States is more backward in spring, hotter in summer, brighter in autumn, and colder in winter. The autumn is generally considered the most beautiful season, equa-

ble in temperature, brilliant in foliage, and during one or two weeks, called Indian summer, wrapped in a soft and glowing haze. Just as in Europe, so here, there are striking differences between the north and the south, the coast and the interior, highlands and lowlands, dry and damp soils.

If the immigrant likes a warm climate, he will turn southward; but he must be on his guard against unhealthy situations, and against unhealthy seasons in almost all situations. In the farther Northwest and West he will find mild winters, windy summers, and a distinction between dry and wet months not known elsewhere.

Perhaps the first characteristic of the American climate is that it is not all one, but rather manifold. An average temperature of 40° to 47° Fahr., or $4\frac{1}{2}^{\circ}$ to $8\frac{1}{2}^{\circ}$ Cent., prevails in Maine, New Hampshire, Vermont, Northern New York, Michigan, Wisconsin, Minnesota, Dakota, Montana, Idaho, and Washington; of 47° to 52° Fahr., or $8\frac{1}{2}^{\circ}$ to 11° Cent., in Massachusetts, Rhode Island, Connecticut, Southern New York, New Jersey, Pennsylvania, West Virginia, Ohio, Indiana, Illinois, Iowa, Nebraska, Oregon, and Wyoming; of 52° to 60° Fahr., or 11° to $15\frac{1}{2}^{\circ}$ Cent., in Delaware, Maryland, District of Columbia, Virginia, Kentucky, Tennessee, Missouri, Kansas, Nevada, Northern California, Colorado, Utah, Northern New Mexico, and Arizona; of 60° to 77° Fahr., or $15\frac{1}{2}^{\circ}$ to 25° Cent., in North and South Carolina, Georgia, Florida, Alabama, Mississippi, Louisiana, Arkansas, Texas, Southern California, and Southern New Mexico.

But no table can give an accurate idea of the changes in temperature from one season to another, or, as often occurs, from one day to another. An immigrant arriving in summer will be surprised at the coldness of the following winter, or, arriving in winter, at the heat of the following summer. Were he to decide upon a location according to the atmospheric conditions of any one month or day, he would probably often be disappointed during the course of the year. On this point, as on many others, local inquiries must be made.

Another, and a very striking characteristic of the climate is its dryness. Fine weather is apt to be moist in Europe, but not in America. Towards the Gulf of Mexico and the Pacific there is more moisture than elsewhere; but the atmosphere throughout the country is dry. The effect of this on various industries is given in a recent essay, showing how clothes dry sooner after being washed, paint and plaster after being put on walls, skins after being tanned. Mouldiness is less troublesome, and provisions can be more safely stored than in Europe. On the other hand, it is mentioned that those who have been accustomed in their native country to make a supply of bread for several weeks, find their bread in the United States harden and become unpalatable in a few days.

An immigrant will soon find that the climate affects his appetite and his diet. He needs more meat than he did at home, and wherever he boards he gets it. On the other hand, he neither needs nor is able to bear the stimulants to which he may have been accustomed; and if he has been in the habit of taking strong drinks, the sooner he discontinues it here, the better.

From rain tables, prepared from observations during a series of years at different places, it appears that the mean yearly fall of rain is about thirty-five inches. On the Atlantic coast, and indeed over most of the country, the rain-fall is distributed throughout the year. On the Pacific coast, the rains occur as a rule in the winter and spring months. Among the Rocky Mountains, the rain-fall is light, varying from three to twenty inches annually, with occasional violent showers. Snow rarely falls south of the Potomac, except among the mountains. Its average duration in the north is from three months on the coast to five months in the interior.

SOIL.

This will be described under the States and Territories, Parts III. and IV.

MINERAL RESOURCES.

The mining region may be naturally divided into four districts, each having a tolerably distinct character: 1st, the region of the Alleghany Mountains; 2d, the valley of the Mississippi. 3d, the valley of the Great Lakes; 4th, the Cordilleras, or ranges from the eastern slope of the Rocky Mountains to the Pacific coast.

The Alleghany region abounds in coal from the northern part of Alabama to the New York line. The western part of Virginia, eastern Ohio, central Pennsylvania, and eastern Kentucky contain the Appalachian coal field, which has over 50,000 square miles of workable coal, all bituminous except a few hundred square miles of anthracite in central Pennsylvania. This coal field is as yet imperfectly developed, and a large part of the lands containing workable seams is for sale at low prices. The coal in this region is divided into three main varieties, ordinary bituminous, cannel, and anthracite. Just east of this great basin is a narrow slip of coal land extending through southern Virginia, near Richmond, down into North Carolina, which contains some very good bituminous coal. A small amount of hard coal is also found in Rhode Island. Iron ore occurs in abundance at a great many points along the Alleghany range between Canada and Georgia. Copper has been worked in Vermont, Connecticut, New Jersey, Pennsylvania, and northern Georgia. Lead occurs at a number of points, and is now worked in southwestern Virginia. Gold has been found at several points, but never worked to profit except along the eastern flanks of the mountains in Virginia, North and South Carolina, and Georgia. Mines and washings in these States were carried on until the outbreak of the Rebellion, in some cases with considerable profit.

In the Mississippi valley we have another coal field, which underlies a large part of Illinois and southwestern Kentucky. This basin, though less extensive and valuable than the Alleghany basin, contains a great deal of good coal, most of which is accessible without deep working. Except in coal and iron, there is little mineral wealth as yet discovered east of the Mississippi. West of that river we have, in Missouri, extensive deposits of lead ore; on the borders of Wisconsin, Iowa, and Illinois, many small mines of lead, producing once

large quantities of that metal, but now somewhat less than it was a few years ago. The richest iron ores of the Mississippi valley are those about Iron Mountain in Missouri, where high hills are composed of quite pure ores. Zinc is found in Wisconsin and Arkansas.

That portion of the basin of the Great Lakes which lies to the west of Lake Erie contains some very valuable mineral lands. Michigan contains one of the richest iron regions, whose mines now supply more ore than those of any other region in the United States. The basin of Lake Superior also affords the principal copper mines of North America. Although these mines are now less profitable than they were some years ago, they are still surpassed only by those of Great Britain and Chili.

The mountainous region of the West, stretching from the Plains to the Pacific, is peculiarly rich in mineral deposits of varied character. Coal has been found in considerable quantities in Colorado, but of rather inferior quality; a better quality has been found in Utah, Wyoming, and California. No considerable deposits have as yet been developed in any other part of this district. Gold mines are worked extensively and with success in Colorado, Nevada, New Mexico, Utah, Arizona, Idaho, Montana, and California; the largest number of successful mines in the last State. Some of the lodes in this region are among the most productive that have ever been worked. Silver ores occur throughout these States and Territories, but the mines of Nevada are the most extensive, and promise very large yields in the future. Copper and lead ores have been found at various points, but the cost of labor and transportation has caused them to remain unworked, except in California, where they have been mined successfully. The quicksilver mines of California are also worked to advantage.

The immigrant miner knows the hardships of mining. He needs to be cautioned only on two points. 1st. The strikes among the coal miners of the East will interfere with his steady employment as one of their number. 2d. The necessity of capital to develop the gold mines of the West will prevent his success if he has only labor to bring with him.

ANIMALS.

1. *Domesticated.* — North America has but one native animal which has ever been domesticated, that is, the turkey. All the other animals which are kept in that state have been brought by European colonists. Though this continent has furnished no animals useful to man, all those which have been brought here by him succeed very well indeed. All the domesticated animals of Europe can be raised over the whole of the United States, and in by far the larger part fare quite as well as at home. Horses do well everywhere, and are on the average better than in Europe. Horned cattle, except on the sandy soils of South Carolina, Georgia, and the other States of the extreme South, are as good as the best European. Sheep, both for wool and flesh, prosper over the whole country. Swine succeed equally well. On the whole, these animals are less liable to contagious diseases than in Europe. It must be noticed, however, that at some points in the new lands of the West, especially along the borders of

the Ohio River and its tributaries, there is a peculiar disease termed "milk sickness" which is fatal to cattle, and can be communicated through the flesh and milk of the animals to man. This disease is singularly local, rarely affecting the cattle in any but a small region in each country where it occurs. It does not affect other animals. These localities are always well known, and the settler can easily avoid them. The disease is supposed to be caused by certain peculiar elements in the water of the springs where it occurs. While the settler should exercise caution on this point, he need not allow it to deter him from locating in the region where the disease occurs.

The best region for raising horned cattle and horses is found in the valley of the Ohio, especially that part of it which lies to the south of the main stream and in the State of Missouri. The State of Texas is the region where they can be reared at the least expense, as no winter provision is necessary there; but the quality of the cattle is inferior, and they are more liable to disease than in other localities farther north and east. Goats have been introduced at several points, and have succeeded well. The Cashmere variety is beginning to be reared with success. Camels have been successfully reared, but are not required, and therefore are no longer used. The wild buffalo has not been tamed, nor is that from Europe in use.

All the domesticated birds which are reared in Europe succeed very well indeed.

The culture of the silk-worm was followed for a while with great success. The dearness of labor during the last twenty-five years has made it difficult to compete with European manufactures. The worm is freer from disease than in Europe, and on this account the eggs of the silk-worm are shipped in large quantities from San Francisco to Europe, where they give larger cocoons than native eggs. Bees succeed in all cultivated regions; wild swarms are numerous in the West. Do not try to bring European animals to America. You are likely to fail in the effort to get them over the water, and the native stocks will suit your purpose better.

Some native silk-worms which feed upon the wild cherry have been reared experimentally, with success about Washington. The silk produced is of a coarse quality, and cannot be reeled from the cocoon, but has to be carded.

2. *Wild.*—Most of the large game of the country has been killed off. Deer are rare east of the Alleghanies; in the Western States they abound at certain points. The other large-horned animals are not found out of the Indian country, except in a part of northern Maine where moose still exist. Bears are also quite rare, being essentially limited to the States beyond the Mississippi and the Southern States. Beavers are about extinct in all the region east of the Mississippi. The birds differ little from those of Europe. Water-fowl are plentiful in their season in the level region of the Northwest. Partridges and quail (small birds related to pheasants) abound in the West and Southwest. There being no laws for the protection of birds in most of the States, except against gunning at certain seasons, they are rapidly killed off.

Wolves are almost unknown east of the Mississippi. The common bear is not dangerous; the grizzly is not found out of the Rocky

Mountain region. Small animals like the minx and weasel abound in the frontier settlements, and are somewhat destructive to fowls. They soon become extirpated. Venomous serpents are found in small number over nearly the whole country, but fatal accidents are rare, much rarer than deaths by lightning in Europe. When bitten by any serpent with a blunt tail and rather sluggish movement, the wound should be burnt. A good plan is to make a cross-shaped cut through the wound, wipe it, pour a little gunpowder upon it, and set it on fire. If on a limb, tie a tight bandage above the wound so as to stop the blood. Alcoholic stimulants are also very useful. Not one serpent in a hundred is dangerous.

Insect plagues are not more frequent than in Europe. Except in Texas, there are none which can do serious injury to man by their sting or bite.

There are no insects very injurious to stock which are not found in Europe.

The marine fishes of the United States on the eastern coast resemble those of Europe quite closely. The principal catch of school fishes is of mackerel and herrings. The ground fish of most value are the cod and the halibut. Salmon, once very plentiful on the whole coast, have been driven from most of the rivers; efforts are now being made in the New England States to restore them to the streams by artificial breeding, with prospects of success. The shad, a fish related to the mackerel, but much larger, and counted the most valuable market fish all things considered, abounds in the streams from the Florida coast northward at certain seasons.

The fresh-water fishes of the United States are not as varied as those of Europe. Trout abound in the mountain streams of the little settled regions. The fresh-water lakes of the Northwest are stocked with valuable edible fishes, but the settler can set little store by this resource.

PLANTS.

The timber trees of America resemble those of Europe in a general way. Pines, firs, larches, beeches, oaks, lindens, walnuts, poplars, maples, willows, etc., etc., abound in the regions of similar temperature to those in Europe. All these forms of trees, however, are found in greater variety here than in the Old World; several times as many different sorts of some forms as in Europe. There are also very fine kinds of trees, such as the tulip-trees, the sweet gums of the central region of the United States, the live-oaks and cypress of the Southern States, and the giant trees or sequoias which once, many thousand years ago, lived in Europe, but now have perished there.

In New England, along the high lands of the Alleghanies, and over the sand plains of the Carolinas and Georgia, pines and other evergreen cone-bearing trees abound; in the valley of the Ohio, oaks, maples, tulip-trees, walnuts, ash, sycamores, locusts, etc. West of the Ohio (State) line timber becomes scarcer. Illinois, Indiana, Kansas, Iowa, Wisconsin, and all the region from two to five hundred miles east of the Rocky Mountains count scarcity of timber among their most disadvantageous features. The want of timber is due to the spread of fires; most trees do well on the prairie soil. The *Robinia*

pseudacacia or locust, one of the most beautiful and valuable trees, giving a timber which rots more slowly than any other, grows with such rapidity on the better sorts of prairie soil that in ten to twenty years it is ready for the market. As yet the want of timber in the West has been little felt. Nearly all the prairies have patches of woodland every few miles.

Chestnuts will grow well except in the very coldest regions. Walnuts, the native and English kinds, flourish almost everywhere.

Sugar is made in large quantities from the juice of the sugar-maple. In New England and New York many farmers find it a profitable crop.

The southern pine, found in the Carolinas and Georgia, as well as in other States, though in less abundance, yields resin, tar, and turpentine. The trees whose bark is useful in tanning, namely, the red oaks, the hemlock, and the sumacs, abound throughout the central and northern regions.

The vegetation is a valuable indication of the quality of soil. As a general rule, the hard-wood trees which lose their leaves every year, indicate richer soil than the pines, firs, spruces, and hemlocks. In the valley of the Ohio, the best lands are those which have a varied timber. Beech and walnut grow on good soils; where the oaks predominate, the land is generally of a less fertile character.

The following trees, being of quick growth, are valuable plants in those regions where trees are not plenty:—

Cotton-wood (*Populus monilifera*), very rapid growth, wood good for many purposes, but not enduring.

Locust (*Robinia pseudacacia*), rapid growth, wood enduring, flowers very beautiful and sweet scented; grass will grow beneath the trees.

The black-walnut (*Juglans nigra*), rapid growth, beautiful tree, valuable wood, but not useful until the tree is at least thirty years old, except for commoner uses. Wood not fitted for out-door use.

The wild fruits are much like those in Europe. Strawberries abound in the northeast region. Blueberries, huckleberries, and cranberries, fruits of heath-like plants, abound along the shore region, some ranging far west. Blackberries are found over nearly the whole country, and raspberries are common in the northern regions. Two wild American fruits are unlike any found in Europe. The papaw, a tall shrub or small tree, grows to twenty-five feet in height on good land, bearing a number of fruit, as large as small cucumbers, with a rich custard-like interior. The persimmon, or date plum, grows in southern New York and Illinois and to the southward; a small, bushy tree, with fruit much like dates when quite ripe. It grows on poor soil in Kentucky, Virginia, and some of the neighboring States.

All European fruits, except those of the south, succeed well in the Northern States. Apples do well in the northernmost regions, and south to South Carolina and Mississippi; peaches, from southern New York and southern Illinois southward; grapes, from Massachusetts and Lake Erie to the Gulf. Plums grow, but are generally damaged by insects.

POPULATION.

Soon after the independence of the United States was established,

the census of 1790 showed a population of 3,929,827. Since then an enumeration has been made every ten years, with the following result:—

1800.	1810.	1820.	1830.
5,305,937	7,239,814	9,638,191	12,866,020
1840.	1850.	1860.	1870.
17,069,453	23,191,876	31,445,080	38,530,500.

The growth of a single State will illustrate the growth of the whole. In 1787, the country northwest of the Ohio River was ceded to the United States by the States which had previously claimed it; in 1788, the first permanent settlement was made at Marietta; in 1799, the Northwestern Territory, including all this district, was organized; and in 1803, Ohio was admitted into the Union. In 1800, the population of Ohio was 45,365; in 1810, 230,760; in 1820, 581,434; in 1830, 937,903; in 1840, 1,519,467; in 1850, 1,980,929; in 1860, 2,346,000; in 1870, 2,662,333.

This is, to a considerable degree, the natural increase of a people occupying a new country, and extending their settlements without the obstacle of prior claims. But it is also due, and in large measure, to the immigration, chiefly from Europe, which began with the colonial, and has continued through the national period. In the half-century ending with 1870, it is computed that 7,400,000 immigrants arrived in the United States. Add to this great number the yet greater number of their children and grandchildren, and the result surpasses all historical parallels. As to the cause of this vast movement, Mr. Friedrich Kapp, late member of the Board of Commissioners of Immigration in New York, makes the following remarks in a paper prepared for the American Social Science Association:—

“Why is this, and how can we explain this apparent anomaly? However equal such inducements to immigrants as fertility of soil, salubrity of climate, security of property, and facility of communication may be in different countries, the immigrant prefers the country where labor is best remunerated, where land is cheap, where government does not interfere with him, where no class privileges exist, and where, from the day of his landing, he stands on a footing of absolute equality with the natives. Thus we find that, in this respect also, moral as well as physical causes control immigration. The first are as powerful, if not more powerful, than the latter. In the United States, both are at work in attracting immigrants, and hence there is a larger European immigration to this country than to any other on the face of the globe.

“The secret of the unparalleled growth, and of the daily increasing power of the United States, is that the government, in its practical working, is confined to the narrowest limits, that it is the agent, not the master of the people, and that the latter initiate all changes in its political and social life. And similarly, it is the condition of the success of a colony or a settlement that the immigrant relies on his own strength, acts on his own responsibility, and seeks by his own efforts the prosperity which he is sure to find, if undisturbed. All mistakes which he may make, all errors of judgment which he may

commit, are of no consequence, if his self-relying spirit is not interfered with. In spite of obstacles and disappointments, he will make his way, and ultimately attain his object."

HISTORY.

Columbus discovered America in 1492. Five years after, John Cabot, a Venetian in the service of England, reached the coast of North America. The next year, 1498, Sebastian Cabot, in the same service, is supposed to have visited the coast of the present United States.

From that time, for nearly three quarters of a century, no permanent settlement within the limits of the United States was made. In 1565, a Spanish colony founded St. Augustine in Florida. In 1607, an English colony was planted at Jamestown in Virginia. In 1613, some Frenchmen established themselves for a time in Maine; and in the same year, the Dutch began their colony on Manhattan Island in New York. In 1638, a Swedish settlement was effected in Delaware.

From 1638 forward, the settlements of separate nations were gradually combined under one nation, the English, and organized as the Thirteen Colonies of New Hampshire, Massachusetts, Rhode Island, Connecticut, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, North Carolina, South Carolina, and Georgia. During the century and a quarter in which the Thirteen Colonies absorbed the possessions of other Europeans, and of the Indian tribes, wars were of frequent occurrence, and sometimes of terrible severity. When one of these was brought to a close, in 1763, the Colonies stood face to face with the mother country, England; and after twelve years of almost constant dispute, chiefly about the right of the latter to tax the former, the American Revolution began.

The first blood was shed in 1775. A Declaration of Independence was made by a Congress, and thus the United States became a nation, July 4th, 1776. Led by George Washington, and sustained by their own self-control and self-sacrifice, the Americans fought out the war, and obtained the recognition of their independence from Great Britain in 1783.

The importance of this event was greatly increased by the immediate and successful efforts of the new nation to establish a government on a broad and lasting foundation. Trained by long years of industry and trial, and nurtured in the political principles which marked Great Britain as the leading constitutional state of Europe in the eighteenth century, the American people had acquired a devotion to law quite as strong as their devotion to liberty. Their town or municipal institutions were left unaltered by the Revolution, and the colonial governments were easily altered into governments for the States. But the formation of a government for the nation was a more difficult matter; and the first experiment, made during the war in the Articles of Confederation and Perpetual Union, proved a failure. Four years of peace followed, and then, in 1787, a convention assembled in the same hall in Philadelphia where the Declaration of Independence had been adopted, and

after nearly four months' session, agreed to a form of Constitution. This on being presented to Congress, the existing national authority, and by that body transmitted to the several States for acceptance, was accepted in the course of the following year, and the spring of 1789 saw the new government, with Washington as President, fully inaugurated. The Constitution will be explained on the next page.

Nearly a century has now elapsed since the independence of the United States was thus established. The national territory, at first confined to a comparatively narrow belt on the Atlantic coast, with unoccupied and undefined tracts in the interior, has since received immense additions. Louisiana (not the present State, but a vast region in the Southwest) was purchased from France in 1803. Florida was purchased from Spain in 1819. Texas, formerly a part of Mexico, was annexed in 1845. Oregon was secured by treaty with Great Britain in 1848. New Mexico and California were conquered from Mexico in 1848, and Southern Arizona purchased from the same State in 1854. Alaska was purchased from Russia in 1867.

Of the foreign affairs of the United States since 1789, the most important were the system of neutrality established under Washington's administration; a brief naval war with France, under John Adams, in 1798-99; a much more serious war with Great Britain, under James Madison's administration, in 1812, closed by the Treaty of Ghent in 1814; the declaration of the Monroe doctrine, so called from the President, whose annual message of 1823 declared against any attempt on the part of the European powers to extend their system to the Western hemisphere; a war with Mexico, on account of Texas, under President Polk, from 1846 to 1848; and lastly, the difficulties not yet settled with Great Britain, respecting the course of that nation during the recent war for the Union.

The domestic history of the United States is crowded with momentous events, sometimes perilling the very existence of the nation. Great financial crises, especially in 1837 and 1857; political disturbances, amounting to positive insurrection in Pennsylvania against the national government (1794), and in Rhode Island against the State government (1842); harassing and often alarming conflicts with the Indian tribes of the West and South,—these and other troubles interrupted the general prosperity.

A far more bitter source of evil existed from the very beginning in slavery. It left its marks upon the Constitution. It generated jealousies and controversies within the government and among the people. The strife became twofold: first, as to slavery itself, and second, as to nationality, or the national sovereignty. For the supporters of slavery were constantly driven to magnify the sovereignty of the States, as authorizing slavery, while the opponents of slavery upheld with all the greater earnestness the sovereignty of the nation. Thus the conflict deepened and widened until it swept over all other questions, and made American politics a life and death struggle between freedom and slavery. It turned in 1820 upon the admission of Missouri, where slavery was allowed, though prohibited in the territory beyond, by what was called the Missouri Compromise. In 1832, South Carolina developed a new phase of the controversy by making the tariff, or custom duties, the objects of

opposition, and declaring them null and void; this was called nullification. In 1850, another compromise in Congress effected a temporary settlement of subjects then in dispute. In 1854, the Missouri Compromise was repealed, and the territory formerly saved from slavery was given over to it, if the inhabitants so pleased. Then arose a fierce combat, in which blood was shed, resulting, after four or five years, in the admission of Kansas, a part of the territory in dispute, as a free State.

The passions of more than half a century found vent at last, in the war which the Southern States began in the spring of 1861, with the purpose of separating themselves from the nation. The nation sprang to arms, and poured out its best blood for four years in defence of the Union. During this conflict, slavery was abolished, first in the District of Columbia and the Territories, by act of Congress, and second in the rebellious States, by proclamation of the President, Abraham Lincoln. It was finally abolished throughout the entire country by a constitutional amendment, December 18, 1865. Thus the nation triumphed, and its great curse fell, in one and the same year.

The last five years have been occupied, so far as public history is concerned, with the reconstruction of the States lately in rebellion, and the gradual evolution of measures for regulating the finances, extending the industries, and developing all the material interests of the country. Nor are the immaterial neglected. Education, literature, science and the arts, the pursuit of reforms and charities, are keeping pace with the other growths of the nation.

GOVERNMENT.

The government of the United States is, 1. National; 2. State; 3. Municipal; and 4. Territorial.

1. *National.*

The general government, of which Washington is the seat, has a twofold character. First, it is federal, or in the nature of a league, because it recognizes the different States as parties to it; and second, it is national, or in the nature of a single sovereignty, because it declares itself to have been established by the people, and also because it acts directly upon the people. This composite character is not easily understood except through experience. But it must always stand at the head of any explanation of the United States Constitution.

The Constitution divides the national authority into three branches: executive, legislative, and judicial. The executive power is placed in the hands of a President elected for four years, and capable of being reëlected. The legislative is divided between two houses; the upper, called the Senate, representing the States, with two members for each State, elected for six years; the lower, called the House of Representatives, representing the people, with one member for so many thousand inhabitants, elected for two years. The judicial power is vested in a Supreme Court, District Courts, and a Court of Claims, the judges being appointed by the President, and

confirmed by the Senate, to hold office during good behavior. A Vice-President, chosen for four years, presides over the Senate, and takes the place of the President in case of death or removal. To the President is attached a Cabinet, or ministry, consisting of Secretaries of State, Treasury, Interior, War, Navy, an Attorney-General, and a Postmaster-General, who are appointed by himself, and confirmed by the Senate.

To the different branches thus organized belong all the powers usually vested in a national government, but under certain restrictions unusual to other governments. These restrictions are of two classes, arising first, from the republican character of the government, and second, from its relations with the States. Of the first class are such provisions of the Constitution as are intended to secure the privilege of habeas corpus, the freedom of religion, speech, and the press, the right of the people to assemble, to petition, and to keep and bear arms, and many others. Of the second class are the provisions which oblige the United States to guarantee to every State a republican form of government, and reserve to the States respectively the powers not delegated to the United States by the Constitution.

2. *State.*

The State governments are organized, like the general government, in three branches, executive, legislative, and judicial. The first is in the hands of a Governor and other officers, chosen for terms of from one to four years; the second, in a legislature of two houses, whose members are chosen for terms of from one to four years for the Senate, and one to two years for the House of Representatives; the third, in a judiciary, consisting of superior and inferior courts, whose judges are mostly elected by the people, to serve for terms of from four to fifteen years. In fifteen States the judges of the higher courts are appointed by the executive or the legislature, and hold their office either for a stated term or during good behavior.

The first question with regard to the State governments relates to their function. To what do they correspond in the European states? The answer is, to nothing with any degree of exactness, but if to anything, to the cantonal institutions of Switzerland. The States are republics, complete in organization, but incomplete in sovereignty. Their authority is not only purely domestic, but limited, even in that capacity, by the authority of the United States. They frame and execute laws, judge in civil and criminal cases, establish corporations, levy taxes, and control the militia, except when it has been called into the service of the general government. Thus many of the daily concerns of a citizen are more immediately dependent upon the States than upon the United States; and if the authority of the latter should ever be interrupted, that of the former would provide for at least his temporary protection or control. But the States have no national functions. They are expressly forbidden by the Constitution to enter into treaties, coin money, levy custom duties (without consent of Congress), keep troops or ships of war, or engage in war, unless in imminent danger, or deprive their own citizens, or those of other States, of their political rights.

3. *Municipal.*

A large portion of local authority is vested, as in Europe, in the cities or towns of the United States. But the precious privilege of self-government is infinitely more developed in the American republic than in any other nation. It was the stronghold of the Colonies in their early history and in the crisis of their Revolution, and it has been the stay and staff of the nation in developing its political life through the last eighty years. Wherever, on the other hand, it has become corrupted, suffering and shame have invariably ensued. Its organization in the larger towns follows the common forms. Each city has its executive in the office of Mayor; its legislature in a Council composed of two boards, one generally called Aldermen, the other, Common Councilmen; and its judiciary in various courts, usually styled Municipal or Police. Each town, not a city, commonly governs itself with the aid of a board, usually called Selectmen, who constitute an executive, while the legislative power resides in the townspeople, and the judicial is generally exercised by the courts of the State.

4. *Territorial.*

Temporary governments are established in the Territories. A Governor, Secretary, and several Judges are appointed by the President of the United States; while other officers, executive and judicial, and a legislature of two houses, are chosen by the people. The legislative acts are subject to revision by Congress, in which each Territory is represented by a delegate, with the right to speak, but not to vote. When a Territory acquires about the number of inhabitants which entitles it to a member in the national House of Representatives, an enabling act, authorizing the formation of a constitution, is passed by Congress; and when this instrument has been approved by the same body, another act admits the new State to the Union.

ARMY AND NAVY.

These are organized on a small scale compared with that of European states. The army numbers about 30,000 men, the navy about 8,000. Each force constitutes a nucleus for larger forces in time of war, when volunteers are called for to fill up regiments or crews to the required standard.

NATURALIZATION.

This means becoming a citizen of the United States. The manner of effecting it is laid down in several acts of Congress, to which body the power of establishing a uniform rule of naturalization was given by the Constitution. An immigrant arriving under eighteen years of age, may be naturalized when he is twenty-one by making application at the proper court. If eighteen, or over, on landing, he must wait five years; and two years or more before being naturalized, he must declare before a court his intention of becoming a citizen. The naturalization of a parent carries with it that of a child; and should a parent declare his intention of being naturalized, but die before

carrying it into effect, his widow and children may be naturalized in his stead. A woman entitled to naturalization, and married to a citizen, is considered a citizen likewise. Any person naturalized has all the rights of a native citizen, except that he cannot be elected President or Vice-President. Recent conventions with several European powers, Great Britain among them, have established the principle that a naturalized citizen of the United States is free from all allegiance to his former government.

Such is naturalization under the authority of the United States, but under that of many among the States the process is changed. In fact, State legislation in numerous instances has put an end to naturalization under national legislation. The privileges of citizenship relating to property and suffrage are now generally acquired under the State governments. The following section of this part sketches the laws of property; Parts III. and IV. give the constitutional provisions of the several States with regard to suffrage. It may be stated here that persons under guardianship, paupers, and criminals are prohibited from voting throughout the country.

Naturalization according to United States statutes is still requisite to establish a title to any purchase of public lands, as will be repeated hereafter.

LAWS OF PROPERTY AFFECTING IMMIGRANTS.

Formerly by common law an alien could not take lands by descent, or transmit them to others as his heirs. But the disability of alienage is removed in whole or in part in most of the United States.

The general rule as regards personal property is that aliens may obtain, hold, and transmit it in the same manner as citizens.

The right to real estate by descent is governed by the several laws of the different States. The following States have virtually no disability for aliens to take, hold, or devise real estate: Maine, New Hampshire, Massachusetts, Connecticut, New Jersey, Pennsylvania, Maryland, Florida, Ohio, Indiana, Illinois, Missouri, Michigan, Wisconsin, Iowa, Minnesota, Kansas, Nebraska, Nevada, California, and Oregon. The following have no disability, if a declaration of intention to become citizens be made: Rhode Island, Delaware, Virginia, South Carolina, Georgia, Texas, Tennessee, and Arkansas.

The following differ from the two cases just laid down.

New York has no disability to take and hold real estate, if intention of becoming a citizen is declared, and an alien may during six years thereafter dispose of it in any way; but he may not leave or devise such real estate until he be naturalized. North Carolina has no disability, if an alien take oath of allegiance; but he shall not obtain by descent, and the estate in such case shall go to those who would inherit if there were no alien relatives. Alabama has much the same regulations; if the heir is an alien, the next heir who is a citizen inherits. Kentucky has no disability for an alien, who has resided two years in the State, to take, hold, or transmit, whether he take by descent or in any way whatever. Vermont and Louisiana have no provisions upon the subject.

Those States which have no disability to take, hold, and transmit

real property would seem to have no disability to take by descent; and those which have no disability upon the fulfilment of a condition, as a declaration of intention to become citizens, have no disability to take by descent upon a similar notice. Of those which differ from those two conditions, New York, North Carolina, and Alabama allow no aliens to take by descent. Kentucky allows acquisition by descent after two years' residence.

Those States which have no provision upon the subject allow no acquisition by descent, because they follow the common law.

EXEMPTION OF PROPERTY FROM SEIZURE FOR DEBT.

By United States Law, "There shall be exempt from execution necessary household and kitchen furniture, and such other necessities as the assignee shall designate, not exceeding five hundred dollars. Also the wearing apparel of bankrupt, and that of his wife and children, the uniform and arms of any person who is or has been a soldier in the militia or service of the United States, and also such property, not included in the foregoing exceptions, as is exempted by the laws of the State in which bankrupt has his domicile at the time of commencement of the proceedings in bankruptcy."

The articles most generally exempted by the State statutes (though the same articles are not common to all the States) seem to be wearing apparel; beds (for every two persons, and in some cases one or two beds in family of whatever size); household furniture, not usually exceeding \$250 in value, though in one State, Kansas, reaching as high as \$500; tools, books, and other implements necessary for a man's trade or profession; live stock, one to five cows; in some States from six to ten sheep, one yoke of oxen, and what is necessary for a limited agricultural business in the way of carts and other implements; a limited amount of fodder for cattle; food for family sufficient to keep them from immediate suffering. These are by no means all the articles exempted in the several States, but they suffice to show the classes of articles with regard to which the statutes of some States are more liberal than those of others.

In more than half of the States the homestead of the debtor, of a certain quantity or value, is exempt from execution. The value assigned differs much in the several States, though from \$500 to \$1,500 would perhaps cover the most common values as fixed by statute. In Texas, two hundred acres of land, or, if in a city, land to the value of \$2,000.

The person of the debtor is not liable to imprisonment in any part of the United States.

LAWS OF INHERITANCE.

When a person dies seised, or owner, of real estate without devising the same, it descends in the following manner: in equal shares to his children, and to the issue of any deceased child in shares equal to what the parent, if living, would have been entitled to. In case of failure of lineal descendants, the estate goes to the next of kin.

These rules are common to all the States, but they are subject to

the right of dower for the wife, which consists of a right for life to one third part of all the real estate of the husband, in all the States except West Virginia, Louisiana, Texas, Indiana, Nevada, and California, in which there is no right of dower. In the following States dower exists only in what the husband dies seised or owner of: New Hampshire, Vermont, Connecticut, Georgia, Florida, and Mississippi. In the States first mentioned, if the husband dies intestate, the wife receives either one third (as in Texas), or, what is most common, a child's share of the estate. In Nevada and California the wife takes one half of the common property. In Pennsylvania the wife takes one third of the estate remaining after payment of debts, and half if the husband die without issue; if there be no heir, she takes the whole absolutely. In case of a will and no provision for the wife, she can have no interest in the real estate in these States.

These rules are also subject in almost all of the States to the right of curtesy for the husband, in case of the death of a married woman intestate. This consists of a right to all the real estate of which the wife died owner, during the husband's life, provided they have issue. In Indiana, Michigan, Iowa, Kansas, Nevada, California, and Dacotah, this right is abolished. In South Carolina the husband takes only a part, generally a child's share if there be issue, and half, if there be none; but what he takes, he takes to himself and heirs. In Georgia the husband takes absolute estate in all the wife's real and personal property. In Ohio and Oregon the right is given, even if there be no issue. The rules in Louisiana amount to much the same. In Nevada and California the husband takes the whole of common property of both on death of wife. In Kansas the husband takes one half, if there be issue, and all, in fee, if there be none. In Iowa it is provided that the husband shall have the same right in the estate of his wife that she would have in his by dower.

In the United States generally, the following facts as regards inheritance are to be noticed, namely: 1. The preference is given to males. 2. The right of primogeniture does not exist, but all children inherit equally. 3. Posthumous children inherit, in all cases, as if they had been born in lifetime of intestate.

Personal property, in case of intestacy, goes, in almost all the States, to those who are heirs to the real estate, subject, however, to restriction in favor of widows and widowers. When a man dies intestate and leaves no issue, the wife usually has one half of the personal property, and the residue goes to next of kin; if there be issue, the wife has in some States one third, which is the most common portion, or in others a child's share.

RIGHTS OF PROPERTY BELONGING TO MARRIED WOMEN.

In almost all of the United States the separate property of the wife is recognized. Delaware, Virginia, and Georgia seem to be principal exceptions to this rule. But in all the other States the separate property of a married woman is exempt from her husband's debts, and this is true of both real and personal property.

In Texas, Nevada, and California, all the property a woman has before marriage remains her separate property, while all she may

acquire after is held in common with her husband. The husband manages both common and separate property, and conveyance of separate property is made by joint deed. The rules in Louisiana amount to much the same.

A married woman may not convey her separate real estate except in a joint deed with her husband, as a general rule; but in Maine, New York, Illinois, Kentucky, Wisconsin, Iowa, Minnesota, and Kansas, she may convey alone.

In general, with regard to conveyance by joint deed, the wife is examined in private by an officer of the State, in which examination she shows that the conveyance is made with her free will, and that there is no compulsion.

In most of the States a married woman may devise by will her real and personal property, but this power is limited in a few of the States by statute, providing that no will shall be made by a married woman to the injury of the husband's right of curtesy in her real estate, and his right to a certain share in her personal property. In New Jersey a married woman can make no will of her real estate, but may of her personal. This is the case also in Virginia. In North Carolina, no married woman can make will unless allowed by deed of husband. Pennsylvania, Maryland, Arkansas, Missouri, Michigan, Minnesota, Kansas, and Nebraska are among those States which require consent of husband to give validity to a married woman's will.

EDUCATION.

The Bureau of Education connected with the Department of the Interior of the national government is not charged with the foundation or management of educational institutions. Its proper function is to collect and distribute information on all matters relating to education.

The only schools under the control of the United States government are those in the District of Columbia, the Military Academy at West Point, and the Naval Academy at Annapolis.

The general government has borne an indirect part in establishing and extending schools throughout the country, by making large grants of public land to be used by the State governments for purposes of education.

To each of the States organized since 1785, the sixteenth section of each township, and to each of the States organized since 1859 (except West Virginia, which contained no public land), the thirty-sixth section also of each township, have been reserved by the general government for the support of common schools.

The State and municipal governments are the patrons, so to speak, of the common school system. Most of the States have a board of education, with a secretary or general superintendent; and a large number have county superintendents, one for each county. Most of the cities have a board, or committee and a superintendent, while the smaller towns generally have committees or trustees, but no superintendents. The schools themselves are usually graded, or classified, beginning with primary schools for the youngest pupils and advancing as grammar, high, and in many States agricultural and

industrial. Free colleges of a literary or scientific character are established in a few places. Normal schools, for the training of teachers, are found almost everywhere.

A movement of great interest, in an industrial as well as educational point of view, has been begun in several quarters, by the establishment of drawing-schools especially designed for the working classes. The Massachusetts legislature of 1870, authorized every city and town of more than 10,000 inhabitants to make provision for free instruction in industrial or mechanical drawing to persons over fifteen years of age, either in day or evening schools. An evening school of this character in Boston numbers 500 pupils, with applications for admission from half as many more. Evening schools for instruction in the same branches as are taught in the day schools have been opened in many cities to persons too busy or too old to attend the latter.

To all in attendance, children or adults, day or evening pupils, the schools established by State or municipal authority are almost universally free. In some districts, however, pupils are expected, if able, to pay a small rate for instruction.

The support of the schools comes almost wholly from the treasury of the State or town; chiefly from taxation, but partly from funds set apart for the purpose. An Education Fund for the benefit of schools in the Southern States was recently established by the late George Peabody.

Private schools of every grade abound throughout the more prosperous States. The higher institutions, whether literary, scientific, or professional, are generally of private foundation. Even if aided by the local government, they are free from all but nominal control on the part of the government, and occupy a much more independent position than that of most similar institutions in Europe. In all or nearly all of them, provision is made for students unable to pay the expenses of instruction.

As might be expected, the utmost variety in quantity and quality exists among the educational institutions of the different States. The stranger who seeks a good school for his children cannot be too careful in his inquiries before establishing himself in his new home. If he is from some parts of Europe, Sweden or Prussia, for instance, he will find a much less general attendance at the American schools; for there is no compulsory system, except in laws as yet unexecuted. Factory acts, as they are called, have been passed in the six New England States, in order to prevent the employment of young children in manufactories, unless they have previously attended school. Massachusetts and Pennsylvania require a child so employed to attend school for a part of the year.

The American school-houses, at least in the cities, are much superior to those of Europe; but the work done in them, especially in freshly settled districts, is far otherwise, and the new-comer, if from such a country as Prussia, must be prepared for disappointment, should he desire his children to be well educated. Yet there is no reason why he should not succeed, with the aid of others like himself, in improving the schools of his neighborhood. They are his, from the moment of his settlement, as much as anybody's, and he

need fear no censure or hindrance from any government in an honest effort to increase their efficiency. The general tendency is in the right direction, and every year witnesses the removal of some defect or the introduction of some improvement in the schools.

The following table of School Statistics, compiled from the most recent information, is taken from the last Report of the Commissioner of Education.

STATES.	Date of Report.	School Population.		No. of Children enrolled in the Schools.	Average Attendance.	No. of School Districts or Schools.	Average Duration of Schools in Months and Days.	No. of Teachers in Public Schools.		
		Between the Ages of —	Number.					Male.	Female.	Total.
Alabama	1869	5-21	*336,000	*160,000	—	3,804	—	—	—	—
Arkansas	1869	5-21	180,000	100,000	60,000	2,500	5 months	1,300	700	2,000
California	1869	5-15	112,753	73,754	49,802	1,354	—	726	961	1,687
Connecticut	1870	4-16	125,407	105,313	64,707	1,647	8 mos. 3 days	679	2,134	2,813
Delaware	1870	5-21	—	—	—	—	—	—	—	—
Florida	1870	4-21	41,900	7,575	—	250	3 months	—	—	250
Georgia	—	—	—	—	—	—	—	—	—	—
Illinois	1868	6-21	833,130	706,780	269,766	10,590	7 mos. 3 days	8,240	10,797	19,037
Indiana	1870	6-21	619,530	462,527	281,912	8,861	3 mos. 7 days	7,104	4,722	11,826
Iowa	1870	5-21	418,168	206,138	178,329	6,788	6 mos. 6 days	4,479	7,515	11,994
Kansas	1869	5-21	92,517	58,681	31,124	1,707	5 months	896	283	1,159
Kentucky	1870	6-20	376,868	160,446	112,630	4,269	5 months	—	—	—
Louisiana	1870	6-21	254,533	50,000	40,000	483	4 mos. 11 days	150	475	625
Maine	1870	4-21	228,167	126,946	100,815	4,004	4 mos. 20 days	1,981	4,020	6,007
Maryland	1869	5-20	182,205	99,315	—	—	10 months	—	—	1,905
Massachusetts	1869	5-15	271,052	247,080	203,468	4,963	5 mos. 6 days	1,058	7,048	8,106
Michigan	1869	5-20	374,774	263,587	242,629	5,052	6 mos. 3 days	2,354	7,835	10,249
Minnesota	1870	5-21	144,414	102,086	45,497	2,521	—	1,155	2,620	3,775
Mississippi	—	5-21	—	—	—	—	—	—	—	—
Missouri	1870	5-21	584,026	249,729	—	7,000	4 mos. 6 days	4,615	2,521	7,146
Nebraska	1870	5-21	32,619	13,833	—	782	3 months	261	260	521
Nevada	1870	6-18	3,778	2,028	1,382	45	8 mos. 2 days	19	36	55
N. Hampshire	1869	4-21	75,505	52,190	45,755	2,528	3 mos. 15 days	624	3,157	3,781
New Jersey	1870	5-18	258,227	161,683	78,612	1,453	8 mos. 14 days	915	1,905	2,820
New York	1870	5-21	1,463,299	998,664	468,421	11,750	8 mos. 4 days	6,230	22,080	28,310
No. Carolina	1870	6-21	342,168	49,392	31,812	1,398	3 months	1,030	385	1,415
Ohio	1869	5-21	1,028,877	740,382	494,865	11,714	7 mos. 15 days	9,171	12,455	21,626
Oregon	—	4-20	—	—	—	—	—	—	—	—
Pennsylvania	1870	6-21	975,753	823,892	555,941	14,211	6 mos. 1 day	7,438	10,174	17,612
Rhode Island	1869	(†)	56,924	29,477	23,857	650	8 months	173	500	673
So. Carolina	1870	5-18	168,819	15,918	—	381	—	255	273	528
Tennessee	1869	6-20	410,000	*185,845	—	—	1 month	—	—	—
Texas	1870	6-18	—	—	—	—	—	—	—	—
Vermont	1869	4-18	76,759	74,140	55,744	2,197	—	—	—	4,296
Virginia	—	5-21	—	—	—	—	—	—	—	—
W. Virginia	1869	6-21	—	59,028	36,684	2,208	—	1,680	603	2,283
Wisconsin	1869	4-20	398,747	264,033	—	4,735	151 days	—	—	8,795

The following table of School Expenditure per capita of the School Population is also taken from the Report of the Commissioner of Education. As Nevada has very few children of school age, Massachusetts is virtually at the head of the list.

Nevada	\$19.17	Iowa	\$7.21
Massachusetts	16.45	New York	6.83
California	11.44	Vermont	6.47
Connecticut	10.29	Kansas	6.45
Pennsylvania	7.86	Ohio	6.43
Illinois	7.83	Michigan	6.40

* Estimated.

† No person excluded from school; truant age, 6 to 16; school money distributed on basis of the enumeration under 15 years.

New Jersey . . .	\$6.38	Delaware . . .	\$2.70
Rhode Island . . .	6.20	Missouri . . .	2.65
Minnesota . . .	5.71	Nebraska . . .	2.65
Wisconsin . . .	4.98	Indiana . . .	2.37
Maine . . .	4.78	Alabama . . .	1.49
Maryland . . .	4.50	Tennessee . . .	.91
New Hampshire . . .	4.46	Florida . . .	.91
Arkansas . . .	3.97	Kentucky . . .	.60
Louisiana . . .	2.84	North Carolina . . .	.48

Agricultural and Scientific Schools are reported as 26 in number, with 144 teachers and 1,413 students. Industrial Schools, especially devoted to the mechanic arts, are very few, but increasing. In these institutions, the immigrant will probably be most interested, next after the common schools. From the latter he will obtain general training; from the former, special. Technical, Agricultural, Manufacturing, and Commercial education is given with more or less efficiency, and the tendency to improvement in its methods and results is very marked.

RELIGION.

The Constitution of the United States provides that "Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof," and that "no religious test shall ever be required as a qualification to any office or public trust under the United States."

The same principle is recognized in almost all the State constitutions; and wherever any exception appears, it is a dead letter.

Church and state are thus entirely separate. Religious organizations and creeds are all purely voluntary. No man is obliged to belong to, or to abandon any society, or to accept or reject any doctrine, in the name of religion.

The proportion of Roman Catholics to Protestants is estimated as one to five or six. Of the Protestant denominations, the largest is the Methodist, and next to this the Baptist. The other leading bodies are the Congregationalists, the Lutherans, and the Presbyterians. But whatever the religious faith of an individual may be, he is almost sure of finding fellow-believers in one part of the country or another. On this head it will always be easy to obtain local information.

CHARACTER OF THE PEOPLE.

Many of those who use this volume want to hear something about the character of the Americans. "It is well," they may say, "to be acquainted with the country, the history, and the institutions of the United States, but it is not enough. What sort of a people is to be found there? Who are to be our neighbors if we dwell among them? Will they help us, or hinder us, in finding a happy home?" These are very important questions, and if they could be answered fully, no better service could be rendered to our readers. Nor will it be useless to answer them in part.

The American character, generally speaking, is such as might be

expected from the statements in the previous pages. This vast and open territory, this growth and historic experience, these liberal forms of government, these beneficent laws, have exerted their natural influence, and the people possessing them are also, one may say, possessed by them, that is, affected by them, both outwardly and inwardly. The fact that the people has been composed of many races, with the utmost variety of habits and characteristics, has likewise borne its fruits. The Americans are neither Celts nor Teutons, neither English nor Irish, neither German nor Swedish, but a nation made up of all of these, and of many others besides them.

First and foremost among the traits of the national character is independence. The American is born free, he lives free, and he dies free. His government regards him not as a subject, but as a citizen. His laws treat him as equal with everybody about him. His superiors, if he has any in one sense, whether rulers or employers, are not encouraged by him or by public opinion to regard him as an inferior. The whole spirit of this society is in favor of personal independence. If sometimes pushed too far, if sometimes changed into coarseness or lawlessness, it has worked good in far greater proportion than evil. But the new-comer ought to be on his guard against claiming any excess of it, indeed, against claiming it all, until he understands it. He will find it conceded to him without any claim. Few if any native Americans are now disposed to assert superiority over a foreigner as such, and none making the assertion are sustained in it by the temper of the people at large.

Next in prominence is the mobility of the Americans. All physical influences, particularly those of territory and of origin, favor it, and render this nation quicker than any other to adapt themselves to new circumstances and new interests. Their frequent changes of residence and occupation are proverbial. Sons seldom live in their fathers' houses, and very few men die in the house where they were born. A large number of every industrial class, instead of confining themselves to it, pass into another, and engage in new callings, for which they think they can fit themselves without any special difficulty. This disposition makes life comparatively easy for the immigrant. He is not more on the wing than many of them; and instead of being regarded with doubt because he is changing his abode, he rather gets credit for his enterprise. He finds them all the more ready to be approached, all the more hospitable and frank in their relations with him, freer from anything like exclusiveness or caste.

The character of the Americans in an industrial point of view is especially interesting to an immigrant. He will be satisfied with them, as a general rule, whether they are his employers or his fellow-laborers. Labor is respected, skilled labor very highly respected, among them. They are disposed to avoid merely manual labor, not as labor, but as manual, the lowest grade of work. They like higher grades, and it is good for those who come among them as well as for themselves that they do, because it promotes a generally upward tendency among the industrial classes. An American strives a little too earnestly, however, not to be subordinate as a business or laboring man, and his ambition for rapid success is often fatal. As an employer of labor, he is usually faithful and punctual in his duties,

and they who work for him seldom complain. As a fellow-laborer, he is not always considerate or kind towards a stranger from whom, as a competitor, he thinks he suffers, and who must be made to suffer from him in return. But these cases are happily exceptional. There is perhaps stronger reason for warning the immigrant against the rather increasing readiness of the American operative to join in those industrial organizations which serve only to widen the breach between him and the capitalist, and to heighten the difficulties of his toil.

The Americans are uncommonly intelligent. Their minds are not given to abstract thought, nor are they to be called a philosophical or imaginative race. But in practical matters, in dealing with men and things as they are, surmounting obstacles, and working out results, they show a wonderful smartness, another word for ingenuity. It wins the better name of inventiveness when applied to the numerous fabrics and machines of American origin. Perhaps the chief intellectual distinction of the people is that of inventors. The best ideas in the machinery at the Paris Exposition of 1867 were said to be American.

The moral qualities of the Americans are not striking, but generally sound. They are a good-natured people, and treat one another, and the stranger likewise, kindly. Fairness and honesty prevail among them. Discipline is rather weak, but more in private than in public. They respect their institutions, and deserve to be called a law-abiding people. Their homes are usually well ordered, and the domestic virtues are above, not below, the average among European nations. The Americans were once distinguished for their strictness; they are now often remarked upon for being too fond of amusement, and too ready to break through a wise restraint. But the change is only to that degree which is inseparable from great expansion. Immorality is certainly not the rule, but the exception, and the great body of the people cherish the principles of their fathers. The immigrant who wishes to do right will not be obstructed by those around him.

This is an account of the national character merely as a whole. Different sections, different pursuits, bring about different results; and what is true of one neighborhood, is not always true of another. The inhabitants of some districts, particularly those not yet really settled, or those not yet relieved from the effects of slavery, are marked by a decidedly lower tone, both morally and intellectually. The stranger must make especial inquiries, if he thinks of establishing himself in any such community, and cares whether its character be good or bad.

INDUSTRY.

The reader will find in Parts III. and IV. specific mention of the industries prevailing in the different parts of the United States. A few general statements will be made here.

1. *Agriculture.*

The crops of 1869 above \$100,000,000 in value are reported as follows:—

Indian corn	874,320,000 bushels.	\$658,532,700
Hay	26,420,000 tons.	337,662,600
Cotton	3,000,000 bales.	303,600,000
Wheat	260,146,900 bushels.	244,924,120
Oats	288,334,000 “	137,347,900

Whether dairy products belong to agriculture more than to manufactures may be a doubtful point, particularly since the establishment of the factory system in making cheese. But there can be no harm in stating under the present head that the value of butter produced in 1869 is estimated to have been nearly \$210,000,000. That of cheese was about \$36,000,000.

All these are enormous figures, and suggest ideas partly accurate, and partly inaccurate. They show with sufficient correctness the proportions of the different crops, how corn ranks first, and hay second, throughout the country. But they give an incorrect impression of the relative value of agricultural products. If this be determined by the yield per acre, tobacco (total product, \$32,000,000) stands at the head of the crops; potatoes (\$71,650,000) second, cotton third, hay fifth, corn sixth, oats eighth, and wheat tenth.

The condition of agriculture in the United States is not what might be desired. With admirable soil, admirable machinery, in inventing and employing which the Americans have distinguished themselves, the yield per acre is generally on the decrease. The trouble is the want of proper method. The art of agriculture is imperfectly known and yet more imperfectly practiced. Agricultural colleges are numerous, agricultural societies abound, agricultural publications are active, yet the agricultural system is full of deficiencies.

A department, under a commissioner, has been recently established at Washington, for the purpose of diffusing useful information on subjects connected with agriculture. A museum and garden are connected with the department, and plants or seeds, received from abroad or from different points at home, are transmitted to the different agricultural centres.

Of one thing the immigrant may be sure, as stated before, that he will find agricultural employment if he seeks it. It is more plentiful in some sections than in others, and in the new Western States above all, but it is to be found almost everywhere. Unskilled labor is in demand through the country; skilled, in the new districts where the cereals are grown, or where the vegetables and fruits required by the cities are supplied.

A later part of the Handbook describes the manner of obtaining a farm from the public domain.

“Almost all the farmers with whom I came in contact,” says a practical Scotch farmer, in describing some of the Western States, “seem to have settled down with little or no means. Some bought land who had no more money than would pay the first instalment on it, and had to work for others to make money to pay the other instalments as they came due. They were able in this way in the course of a few years to settle down and cultivate. When farms are rented — which is often done — the system adopted is the following, namely: If the tenant is not able to provide stock, implements, and seed, the proprie-

tor supplies him with all those, and in such a case allows him one third of the grain crops. Another system is common. If the tenant can provide himself with stock, implements, and seed, he gets one half of all the grain crops. In this way many a man works himself into a farm of his own. The regular rate for borrowed money is ten per cent., but even at this high rate it usually pays a farmer well, and there is every facility given to a respectable and industrious man. There are often cultivated farms in the market for sale, but one wishing to buy such a farm would require to be always present waiting a chance. The farmers east often sell out and go further west, where they can get land cheaper and as good; many of them make a trade of breaking up farms and selling them. This is an easy way of getting settled down on a farm if one has sufficient means to spare. But in buying a second-hand farm, one should be careful to see that it be not mortgaged. This can, with very little cost, be ascertained at the record office of the county in which the land is situated."

2. *Manufactures.*

The name of manufacturing is very commonly limited to employment in factories, upon linen, silk, cotton, woollen, and worsted goods, and to the work done in iron mills. These employments require the largest amount of machinery and the least amount of labor.

There are a few hemp, jute, and linen factories in the Northern States for making piece goods, and many small bagging factories in the Middle States; but fine linen piece goods are not made at all. Operatives in these branches cannot depend upon finding employment, unless sent for by factory owners.

Silk piece goods are made in one or two places only, but are not yet fairly established. Most of the sewing silk used in the country is made in Connecticut and New Jersey.

There are over 7,000,000 cotton spindles in the United States, mostly in New England and Pennsylvania. A few factories are to be found in New York, and a few in the Southern States. There is generally a full supply of carders and spinners, but good weavers can almost always find employment if willing to adapt themselves to the hours of work, which are generally eleven hours a day, and to the monthly in place of weekly payment of wages. Good weavers (female) can generally earn one dollar a day in currency, equal to three shillings and ninepence English money, working four looms on common printers. Very skilful weavers can earn from four to six shillings a day. Board in factory towns costs \$2.50 to \$2.75 per week for women, and for men \$3 to \$3.50. The food furnished is abundant and good; meat or fish and tea and coffee are served every day. Cheese and beer much less used than in England.

Woollen cloths, cassimeres, and other piece goods are made in quantity nearly sufficient for home consumption, as are carpets also. The woollen mills, which contain in all about 6,000 sets of cards, are to be found chiefly in New England, but are quite numerous in some of the Western States. The business has been much depressed since the war, but is now recovering. Skilful weavers would be very sure to find work, but operatives who depend entirely upon carding

or spinning should not come unless they have work secured before leaving. Weavers earn from one to two dollars a day, according to their skill. Board the same as in cotton mills.

Woollen worsted fabrics are but little made as yet; such mills as have begun the manufacture are chiefly in New England.

Pig-iron has been mostly produced in Pennsylvania, New York, and Ohio, but is now being made in large quantity in Michigan, Indiana, Illinois, Missouri, and Tennessee. Immense deposits of excellent bituminous coal exist throughout the Western and Middle States, and the supply of iron ore is unlimited. The ore and coal are generally found near or upon the surface, are easily worked, and are in very many cases in the midst of the best farming country.

Railroads are already constructed to the extent of nearly 50,000 miles, and over 5,000 miles of new railroads are now being built. Rolling mills must therefore be generally well employed, as it would be impossible to get the full supply of rails, except they were made at home. Wages in iron-works are much higher than in Europe, after making all allowances for the greater cost of living in the United States; sober, industrious men can hardly fail of good employment, if well skilled in their work.

The manufacture of boots and shoes, and of ready-made clothing, gives employment to nearly as many, if not more persons in New England than are employed in all the cotton and woollen mills of that section; and in these employments good workmen and women are very sure of steady work and fair wages; poor or unskilful workmen and poor sewing women are always too numerous.

The manufactures thus far named are the most prominent, and are usually considered the most important; yet they really constitute but a small part of the true manufactures of the country. Other branches are much more diffused; but not being conducted in large factories, they attract less attention. These other branches are on the whole much better paid, so far as the working people are concerned, and may be considered most valuable to the country, as they form a part of the industry of every community, however small.

Industrious and sober men may be sure of good employment in the following branches of manufacturing, and women in some of them.

Wood-workers, such as cabinet-makers, wheelwrights, car and carriage builders, and carpenters, are needed everywhere.

Iron and steel workers, such as stove-makers, hollow-ware moulders, machinists, cutlers, engine-builders, and the like, are always in demand. So are workers in leather, curriers, tanners, bookbinders, harness-makers, etc., etc.

The manufacture of agricultural tools and implements gives employment to a very large and constantly increasing force of highly paid mechanics in the Eastern and Western States, and will presently be equally important at the South.

It may here be said that since the abolition of slavery in the Southern States, an urgent demand has been felt for mechanics and artisans of every kind, but it is not yet easy to give specific directions as to the best places wherein to settle.

As a final illustration of the importance of some branches of manufacture seldom heard of as such, it may be said that it has been

well established as a fact that the cost of the butter actually consumed in the United States is nearly as great as the cost of the wheat; and as the wheat crop is known to exceed \$200,000,000 in value, it follows that butter is one of the most important manufactures, while cheese is one of the most important articles of export.

Those immigrants may be certain of success who are skilful in the branches of manufacture not done in large factories, but which, as we have stated, form a portion of the industry even of those communities which seem to be almost entirely engaged in farming. They can follow their trades and at the same time own a farm, either under the Homestead Act or by purchase in the more thickly settled places.

3. *Commerce.*

The physical formation of the United States exhibits remarkable opportunities for both foreign and inland commerce.

Tables of tonnage, that is, of vessels according to their measurement in tons, show the number of vessels on the lakes and rivers to bear a very important proportion to that of vessels on the seas. In fact, the increase of inland commerce is far more marked, in late years, than that of foreign, as will appear from some statements to be made in this section.

The great ports of foreign commerce are New York on the Atlantic, New Orleans on the Mississippi, or virtually on the Gulf of Mexico, and San Francisco on the Pacific. Buffalo, Cleveland, Chicago, and Milwaukee are among the great lake ports; Cincinnati and St. Louis, among the river ports.

At all these, and at many other ports concerning which information is given in Part III., the immigrant who seeks commercial employment, whether in ship-building or navigation, in loading and unloading vessels, storing or transporting merchandise, will find it without difficulty.

The fisheries, if included under this head, constitute a large element of American enterprise. They were objects of attention from the beginning of European colonization; and a cargo of fish, cured with salt made by the colonists, was among the first shipments from Massachusetts to England. Between 80,000 and 90,000 tons of shipping are now employed in the cod and mackerel fisheries, and over 70,000 tons in the whale fisheries.

Ship-owning and ship-building are at present very much depressed.

<i>Vessels built in</i>	<i>Number.</i>	<i>Tonnage.</i>
1869	1,726	275,230
1870	1,489	290,189

Almost all these were built for the domestic trade along the sea-coasts, and on the lakes, rivers, and canals. Compared with the reports of previous years, the figures of the last two are small, and show a striking exception to the general growth of industry in the United States.

The explanation, if desired, may be given as follows. Primarily, the cause of the decline is to be found in the late civil war, and the

legislation following thereupon. A large amount of tonnage was transferred to neutral flags, in a majority of cases, probably, by a *bona fide* sale, but in frequent instances as a temporary expedient for protection. At the close of the war, Congress added a new restriction to the laws regulating navigation, which already prohibited the admission to registration of foreign-built vessels, by refusing to restore to the privileges of the flag those built in the United States which had become alienated. In the mean time the cost of labor and materials had greatly advanced, rendering it impossible to build in competition with other countries.

Another cause is found in the fact that, during the last twenty years, steamships have been superseding sailing vessels upon the ocean, so that the traffic between North America and Europe is now carried on mainly by means of them. Now, while other nations are bringing their steam marine to maturity, high prices and the restrictions just adverted to have prevented the construction of American steamers for the foreign trade, and thus enhanced the depression of the shipping interests.

The dutiable value of merchandise imported into the United States during the year 1870 was about \$460,000,000, embracing the product of every country and clime, in almost every variety. The exports for the same year, including specie and bullion, amounted to about \$500,000,000. With the exception of about six per cent., which consisted of foreign merchandise reexported, this exportation was of American products, and comprised, among others, the following articles: bread and breadstuffs; cotton, and manufactures of cotton; iron, and manufactures of iron; naval stores; oils, coal, petroleum, naphtha, and spermaceti; provisions, including bacon, butter, cheese, lard, and pork; tallow; tobacco; wood, and manufactures of wood.

The traffic between the United States and the countries of the north of Europe is immense. The departures of ocean steamers from either side average more than one a day through the year. There is a large American trade also with the Mediterranean and the Levant. For many years American merchants have been in close commercial intercourse with the distant East; and now that the Pacific shores of the republic have been settled, and a trans-continental railway has been built, a direct trade between the cities on the Atlantic seaboard and China is opened by that route, and it is anticipated that a part of the traffic between Europe and the East Indies will also cross the American continent. A line of steamships plies between San Francisco and Hong Kong, and another connects San Francisco with the Sandwich Islands and Australasia.

RAILWAYS AND TELEGRAPHS.

The railway system, now covering an enormous total in miles, is peculiar in several respects to the United States. Vast distances to be spanned, and a deficiency rather than a redundancy of capital to be employed, have led to very hasty and even imperfect constructions. The means of building many roads, especially in the West, where railways are constructed to help the settlement of the country,

rather than, as in Europe, to facilitate the intercourse in thickly populated regions, were procured by obtaining large grants of public land from Congress, and by issuing bonds, to the payment of which the lands, or the traffic of the road, or other security, were pledged. Some roads have been built for the sake of a profit, not from running them, but from negotiating the stocks, or bonds, or lands, belonging to them. Latterly, the tendency has been to the consolidation of smaller lines in larger, and to the establishment of corporations with powers too great, perhaps, for their own interests, and certainly so for other interests.

But the immigrant is concerned with them, at least in the beginning, as means of transportation from the seaboard to the interior. On this point information has been given in Part I.

Telegraph, like railroad lines, have been consolidated in the hands of great corporations. But they are extensive, generally well managed, and performing their important service at moderate charges. The total length of lines in the United States is 61,207 miles, comprising 133,000 miles of wire.

Two lines of submarine cable, so called, one from Newfoundland to Ireland, the other from Massachusetts to France, connect the American with the European shores.

MILEAGE OF RAILROADS IN THE UNITED STATES AT THE END
OF 1869.

	NO. OF MILES.		NO. OF MILES.
Alabama . . .	1,081	Missouri . . .	1,712
Arkansas . . .	128	Nebraska . . .	1,058
California . . .	702	Nevada . . .	402
Connecticut . . .	692	New Hampshire . . .	702
Delaware . . .	210	New Jersey . . .	1,011
Florida . . .	446	New York . . .	3,658
Georgia . . .	1,652	North Carolina . . .	1,130
Illinois . . .	4,031	Ohio . . .	3,448
Indiana . . .	2,853	Oregon . . .	60
Iowa . . .	2,095	Pennsylvania . . .	4,899
Kansas . . .	931	Rhode Island . . .	125
Kentucky . . .	852	South Carolina . . .	1,100
Louisiana . . .	375	Tennessee . . .	1,451
Maine . . .	680	Texas . . .	583
Maryland . . .	588	Vermont . . .	622
Massachusetts . . .	1,480	Virginia . . .	1,483
Michigan . . .	1,325	W. Virginia . . .	387
Minnesota . . .	795	Wisconsin . . .	1,512
Mississippi . . .	990		

Total miles of railroad 47,254

TAXATION AND REVENUE.

Taxes, direct and indirect, are levied both by the general and the State or municipal governments.

Those of the United States are as follows : —

Custom duties on a very great variety of imports, and at largely varying rates ;

Excise duties on spirits, fermented liquors, and tobacco, all at variable rates ;

Percentages on banks [capital, circulation and deposits], corporations, public amusements, and lotteries, ranging from one twenty-fourth of one per cent. to five per cent. ;

Licenses, partly based upon sales and receipts, in upwards of fifty different occupations, from \$5 to \$500 per annum ;

Percentages on legacies and successions, from one to six per cent. ;

Imposts on articles of luxury (billiard-tables, carriages, plate, and watches) ;

Percentages on dividends and interest, at five per cent. ; and, finally,

An income tax of two and one half per cent. on all income exceeding \$2,000.

There are also stamp duties on various bills, bonds, certificates, conveyances, insurance policies, leases, mortgages, and other instruments, from two cents up to large sums.

The following table presents a brief statement of receipts and expenditures for the year ending June 30, 1870 : —

Receipts.

Customs	\$194,538,374.44
Internal revenue	185,128,859.37
Sales of public lands	3,350,481.76
Miscellaneous sources	28,237,762.06
<hr/>	
Total	\$411,255,477.63

Expenditures.

Civil and miscellaneous purposes	\$69,234,017.16
War Department	57,655,675.40
Navy Department	21,780,229.87
Indians and pensions	31,748,140.32
Interest on public debt	129,235,498.00
<hr/>	
Total	\$309,653,560.75

The public debt of the United States, which in 1791 amounted to \$75,463,476, was \$88,995,810 in March, 1861. From that date it was increased enormously by the Rebellion, amounting on the 1st of January, 1866, to \$2,716,851,536. On the 1st of January, 1871, the debt was \$2,332,067,793.

There are also State and city or town debts, arising chiefly from the recent war, and amounting to a very large aggregate. State debts will be mentioned under the States.

Taxes of State and municipal governments vary too much, both in kind and in degree, to be properly described within our limits. They are generally laid by the State upon corporations, or upon their own counties and towns, and by the towns upon corporations and individuals. Taxes thus laid are upon both real and personal property. Poll-taxes are levied by towns.

Taxation is heaviest in large cities and lightest in rural districts. The rate *per capita* in 1869-70 was \$34.41 in Boston, \$25.38 in New York, and \$13.73 in Philadelphia.

PART III.

THE STATES.

THE United States of America comprise at present thirty-seven States, of which the following list gives the names, the sections, and the dates of admission to the Union:—

NEW ENGLAND STATES.

Maine	1820	Massachusetts	1788
New Hampshire	1788	Rhode Island	1790
Vermont	1791	Connecticut	1788

MIDDLE STATES.

New York	1788	Pennsylvania	1787
New Jersey	1787	Delaware	1787

SOUTHERN STATES.

Maryland	1788	Florida	1845
Virginia	1788	Alabama	1819
West Virginia	1862	Mississippi	1817
North Carolina	1789	Louisiana	1812
South Carolina	1788	Texas	1845
Georgia	1788		

WESTERN STATES.

Ohio	1802	Wisconsin	1848
Indiana	1816	Iowa	1846
Illinois	1818	Minnesota	1858
Kentucky	1792	Kansas	1861
Tennessee	1796	Nebraska	1867
Arkansas	1856	Nevada	1864
Missouri	1821	California	1850
Michigan	1837	Oregon	1859

I. NEW ENGLAND STATES.

These are six in number, and of very unequal size; Maine being much the largest, and Rhode Island much the smallest. They occupy that portion of the country, between the line of Lake Champlain and the Hudson River, on one side, and the Atlantic Ocean on the other, projecting toward the northeast, beyond the general boundary. The name of New England is derived from the fact that these States were originally settled by colonists from England, and that many of the institutions and customs which they brought with them are still in force among their descendants. Except in Maine, all the land of any great agricultural value is under cultivation; hay being the principal crop. Great commercial activity prevails at many points along the seaboard. But the chief industry of this section, as will appear from the following pages, is manufacturing.

MAINE.

Area, 31,766 square miles. Population, 626,463.

Maine, in the extreme northeast, has a great extent of seaboard. It is watered by the St. John, Aroostook, Penobscot, Kennebec, and other rivers. So numerous are its lakes that one tenth of its area is covered by them. Indeed, the marked physical feature of the State is the distribution of the water supply. The surface descends from the west towards the south and east.

The soil is fertile only in the centre, particularly between the Penobscot and Kennebec, and in the valley of the St. John in the east. The north is covered with forests.

Much of the rural labor is devoted to lumber. Far the most valuable crop is hay; next to this, at a long interval, are potatoes, sometimes called Maine oranges. Agriculture is profitable only in the productive districts above mentioned.

Granite quarries furnish most of the mineral productions.

Manufactures of cotton, woollen, and leather goods are large. Those of lumber are important and characteristic of the State. Ship building, however, employs the largest capital. Maine for many years built one third of the whole tonnage of the country, and now builds more ships than any other State except New York.

Portland is the point from which the principal railroads radiate, a southern line connecting that city with Boston; western and northern lines extending by way of northern New York and Lower Canada to the extreme Western States; and an eastern line, through the agricultural districts towards New Brunswick.

The State debt January, 1871, was about \$8,000,000.

Male citizens, twenty-one years of age, resident three months in the State, are entitled to vote.

The State charitable institutions are a Hospital for the Insane, at Augusta, and a Reform School, at Cape Elizabeth.

Portland (population 31,414), the chief commercial city, is an outlet for a large amount of western produce brought by way of Canada, and has a considerable coastwise and foreign commerce. Bangor (18,289) is chiefly engaged in the lumber business, of which it was once the leading market of the world. Augusta (7,808) is the

capital, and the centre of the richest agricultural district. Lewiston contains the principal cotton manufactories of the State.

The State still owns about 400,000 acres of land, to be given away to settlers in tracts of 100 acres; that is, the land they select is to revert free at the end of five years to such of them as have built permanent homes and cleared not less than fifteen acres. The larger part of these lands is in Aroostook County, in the northeastern section of the State.

State Commissioners of Immigration were appointed by the legislature in 1870, with full authority to dispose of the public lands to settlers, establish agencies abroad, and otherwise encourage immigration. This board is to furnish information concerning the State, the amount of public lands, their value, and the terms on which they are offered. A colony of Scandinavians has been settled within a year under its auspices on the State lands.

NEW HAMPSHIRE.

Area, 9,280 square miles. Population, 318,300.

Several of the large rivers of New England rise here among the mountains, which form the distinctive feature of the State. The White Mountain range is chief among the northern ranges, its highest peak being Mount Washington, 6,243 feet.

The soil, except in meadow lands along the river valleys, must be called stern, and work upon it is a hard struggle for the farmer. Timber is abundant.

Iron of excellent quality has been found at Franconia. Good granite quarries are worked at Concord and other places.

Hay is the only crop of considerable value.

Manufactures of cotton and woollen goods and machine-shops employ large numbers of operatives. The water-power furnished by the principal rivers has attracted capital from other States, and contributed more than anything else to the material development of the State.

The main railroad line is that passing through Concord, and connecting the seaboard with the interior of New Hampshire and Vermont, thence extending into Canada.

The State debt, October, 1869, was over \$2,700,000.

Male citizens, resident in the town six months, are entitled to vote, those excused from paying taxes at their own request excepted.

The charitable institutions are an Asylum for the Insane, at Concord, and a Reform School, at Manchester.

Manchester (23,536), on the Merrimac, has large cotton and hosiery mills, print-works, machine-shops, and locomotive works, employing many thousand operatives and workmen. There is a public library of thirteen thousand volumes. Concord (12,241), the capital, on the Merrimac, is the railroad centre of the State. Its leading branches of business are carriage building, furniture manufacturing, and stone quarrying and dressing. Nashua (10,543) and Dover (9,294) both possess large factories, chiefly of cottons. Portsmouth (9,211), the only seaport, has a United States navy yard.

VERMONT.

Area, 9,056 square miles. Population, 330,552.

The Green Mountain range, traversing the length of this State, gives it both a name and a physical character. Lake Champlain forms about one half of the western boundary.

The soil, compared with that of New England in general, is fertile. Many meadows along the streams or across the valleys are richly productive.

Agriculture is in this, as in the other New England States, the leading industry. Dairy products are large; stock-raising is extensively pursued, and some of the Vermont breeds have a reputation throughout the country. Of the crops, hay stands at the head, followed by oats, potatoes, and corn.

Copper is mined in small quantities. The principal quarries are slate and marble. A pure white statuary marble is found here alone.

Manufactures are of little account in comparison with those of the other New England States.

Commerce in lumber is carried on with Canada by means of Lake Champlain.

The Vermont Central, and Rutland and Burlington Railroads cross the State from southeast to northwest, furnishing direct communication with Canada, New York, New Hampshire, and Massachusetts. A third road traverses the entire Connecticut valley.

The State debt is \$806,000.

Every male citizen who has resided in the State one year, and has taken the freeman's oath to vote as he conscientiously believes shall best conduce to the good of the State, is entitled to vote.

The charitable institutions are an Asylum for the Insane at Brattleboro', a State Reform School for boys at Waterbury, and a Home for Destitute Children at Burlington.

Burlington (14,387) is the chief commercial city. The University of Vermont is located here. Rutland (9,834) is the railroad centre, in the heart of a fine agricultural region, and St. Albans (7,014) is the great distributing point for dairy products.

Montpelier (3,023) is the capital.

MASSACHUSETTS.

Area, 7,800 square miles. Population, 1,451,351.

This is the central State of New England. It has a coast line of about three hundred and fifty miles, and is watered by many streams, of which the Connecticut is the largest. The highest land is in the west.

The soil is poor and shallow, except in the river valleys.

Agriculture is therefore far from remunerative; and though the crops on many farms are improved by better methods, the general result decreases rather than increases in proportion to the growth of other industries.

Granite is the only important mineral production.

Manufactures are larger than in any other State. Twice as much cottons and woollens is produced as in any other, except Pennsylvania, and more boots and shoes than in all the other States together.

In commerce the State ranks next to New York. Manufactures are exported in large quantities, and the ice trade with foreign countries has long been of importance. The port of Boston employs thousands on its wharves and in its warehouses. At other ports the fisheries constitute a highly important industry.

The Boston and Albany Railroad runs through the central part of Massachusetts, and connects with other roads to the West. Boston is connected with the East by two lines, and with Rhode Island, Connecticut, and New York by several more.

The State debt, January, 1871, was about \$28,270,000.

Every male citizen, twenty-one years of age, able to read the Constitution in the English language and write his name, resident in the State one year, and in the district six months, and having paid a tax within two years, is entitled to vote.

Massachusetts has a Board of State Charities, by which the public institutions are administered with a greater degree of system than prevails in most of the States. Three lunatic asylums, four almshouses, an Industrial School for Girls, and two Reformatories for Boys are supported by the State, while a great variety of asylums and schools receive more or less pecuniary aid.

Boston (250,526), the capital of Massachusetts, is the second city in the United States, commercially. It was founded on three hills which formed a slender-necked peninsula. The hills have been considerably lowered, and some of the neighboring towns annexed to the city. Water is abundantly introduced, the public grounds are central and beautiful, and the environs are filling rapidly with population. Among the public buildings are Faneuil Hall, given to the town by Peter Faneuil, and known as the "Cradle of Liberty" in Revolutionary times; the State House; the Public Library, containing 165,000 volumes; many school-houses, regarded as models of school architecture, one of the latest being the High and Normal School for Girls. Besides this, the school system embraces two Latin Schools, claiming to be the oldest in the country; an English High School, in good repute abroad as well as at home; a constantly increasing number of grammar and primary schools; evening schools of different grades, among which is an Industrial Drawing School for both sexes; and two schools for newsboys and boot-blacks. Boston is the only place in the country where a compulsory system has had any real trial. The Lowell Institute, a private foundation, gives free lectures and instruction in drawing within its own walls, besides aiding various free courses of instruction given elsewhere. The Museum of Natural History is free at certain hours. The city charities comprise a Central Bureau, a Hospital, a Lunatic Asylum, and a Dispensary of Medicine, within the city proper, and almshouses on an island in the harbor. Private charities are of all kinds, and a Provident Association divides the city into districts for visiting and relieving the poor. A Blind Asylum and an Idiotic School at South Boston, are to a great extent State institutions. Boston itself is not a desirable home for the immigrant, as rents are high; but the suburbs are pleasant and easily accessible by rail, and the city offers ample opportunity for employment, manufacturing, commercial, and industrial, with high

wages. In the immediate neighborhood of Boston is Cambridge, the seat of Harvard University.

Worcester (41,105) is the centre of agricultural, manufacturing, and railway interests. It has a Free Institute of Industrial Science. Lowell (40,928) and Lawrence (28,921), on the Merrimac River, are the chief seats of the cotton and woollen manufactures of the country, the former employing more than 16,000 people in those two industries. There are also, in Lowell, iron works of all kinds, paper mills, large clothing shops, and a variety of other establishments. Lynn (28,233) is the chief boot and shoe manufacturing city in the United States, employing, in 1865, nearly 12,000 persons. The work is largely done by machinery. Fall River (26,786) has twenty cotton mills, brass foundries, rolling mills, etc. Springfield (26,703), the principal town of the Connecticut valley, and Holyoke (10,733) and Chicopee (9,607), in its immediate neighborhood, are considerable manufacturing towns. New Bedford (21,320) is the headquarters of the whaling trade. All of the towns above mentioned have public libraries, except Lawrence and Holyoke, and even in Lawrence the owners of the Pacific Mills have provided a library for the use of their employees.

A general agent of the Board of State Charities is placed in charge of a sub-department of immigration, whose duty it is to superintend the arrival of all passengers from foreign ports. Some account of the provisions for immigrants arriving in Boston has been given in Part I.

RHODE ISLAND.

Area, 1,046 square miles. Population, 217,356.

Of this State, the first thing to say is that it is the smallest in the Union. It consists of little more than the shores and islands of Narragansett Bay.

Its soil is fair, on the average, but the products are of course comparatively unimportant in amount.

Manufactures, particularly of cottons, woollens, and machinery, are numerous, employing capital and labor in very considerable proportions. The demand for operatives in these establishments is the chief attraction to immigrants.

Lines of railroad run through the State from north to south and east to west.

The State debt was nearly \$3,000,000 in April, 1870.

Every male citizen of full age, one year in the State, six months in the town, owning real estate worth \$134, or renting \$7 per annum, and every native male citizen of full age, two years in the State, six months in the town, who is duly registered, who has paid \$1 tax, or done militia service within the year, is entitled to vote.

The charitable institutions are a Hospital for the Insane and a Reform School, both at Providence.

Though so small, Rhode Island has two capitals: one, Providence (68,906), the chief city of the State, and centre of the manufacturing interests; the other, Newport (12,521). Woonsocket (7,698) and Pawtucket (6,619) are active in manufactures.

CONNECTICUT.

Area, 4,730 square miles. Population, 537,418.

Connecticut lies upon the southern slope of the hilly regions of New England, its general surface being much diversified. Besides the Connecticut River, two other large streams flow from the north into Long Island Sound, the Housatonic, and the Thames. The Sound itself, between the southern coast of Connecticut and Long Island, is about one hundred miles in length.

There is very little soil that can be called good, except in the river valleys.

Agriculture is therefore quite as backward as in other parts of New England, and the crops are much the same as those mentioned in preceding States.

Iron-ore beds and freestone quarries employ a considerable amount of labor.

But the great industry is in manufactures, many of which require ingenuity and intelligence upon the part of the workman. The chief products are cotton, woollen, and metallic goods, machinery, sewing-machines, carriages, and fire-arms.

Though this is not a commercial State distinctively, it has a considerable trade with foreign countries, exporting thither fish, cattle, grain, and manufactures.

Railroad communications are numerous, several lines crossing the State from north to south, and two from east to west, connecting the shore with the valleys of the interior, and forming highways between important cities of New England and New York.

The State debt in April, 1869, was about \$6,675,000.

Male citizens twenty-one years of age, resident in the State one year and in the town six months, and able to read any article of the Constitution, are entitled to vote.

The oldest Asylum for the Deaf and Dumb in the United States is that at Hartford. The State has a Hospital for the Insane, a School for Imbeciles, three Homes for Soldiers' Orphans, and a Reform School.

Connecticut has two capitals, at which the legislature meets in alternate years,—New Haven (50,840) and Hartford (37,180). The former is extensively engaged in trades and manufactures, and contains many educational and charitable institutions, among them Yale College. Hartford is a great manufacturing centre, and is also noted for the large business done by its banking and insurance companies. It contains several large charitable institutions, and has a public library, the Watkinson, of several thousand volumes. Bridgeport (18,969), Waterbury (10,826), Norwich (16,653), and Meriden are all engaged in manufactures which employ a large number of hands.

II. MIDDLE STATES.

These are so called on account of their having formerly occupied a middle position among the thirteen Colonies. They are but four in number, two of them much larger than the other two. The region covered by them extends, generally speaking, from Lakes Erie and Ontario, on the west, to the Atlantic, on the east, forming a compact territory with extraordinary facilities of communication between one part and another, as well as between itself and the surrounding districts. The industries of this section are of the most varied description. Agriculture prospers, and commerce assumes larger proportions than in any other part of the country; while mining and manufacturing interests are of still greater extent, and give employment to continually growing numbers.

NEW YORK.

Area, 50,519 square miles. Population, 4,362,834.

New York, the most populous State, with an area nearly equal to that of England, has an extensive lake and river frontier on the north and west. The Adirondacks in the north and the Catskills in the east form two mountain districts. The chief river is the Hudson, in the east, three hundred and fifty miles long. Other rivers are the Mohawk, draining the centre, and the Genesee, in the west. The St. Lawrence flows along the northern border. Lake Champlain lies on the east, and Lakes Erie and Ontario on the north and west.

The soil of the northern plateaus is a rich, sandy loam; that of the southeast is poor, but under a high cultivation; while that of the southwest is alluvial and productive.

The staple crops are hay, corn, oats, potatoes, and wheat. Dairy products are very large. The northern county of St. Lawrence produces a larger quantity of maple sugar than any other county in the State or nation. The forests in the north are very extensive, and deer and other game are found there.

The chief mineral products are marble and salt. Mineral springs of great value are found at Saratoga, Sharon, and many other places.

The manufactures of the State are important, though relatively less extensive than those of several other States. Boot and shoe factories are most numerous; flour mills come next, and carriage factories, tanneries, and iron foundries employ large bodies of workmen. Trade and manufactures in timber of all kinds are very large.

The commerce of half the nation is carried on through the port of New York, and seven eighths of the government revenue from imports are collected there.

The internal improvements of New York are more elaborate than those of any other State. There are nearly nine hundred miles of canal, and the inland navigation afforded by these and the lakes and rivers united by them is about one thousand four hundred miles. Of the fourteen canals, the largest is the Erie, three hundred and fifty miles long, connecting the Great Lakes with the Hudson River. There are fifty-five different lines of railroad, over three thousand four hundred miles in length, traversing the State in all directions. The

Erie road crosses the southern part from east to west, running nearly parallel with the Erie Canal. Its branches intersect southern New York and northern Pennsylvania and New Jersey in all directions, while its western extensions connect New York with the principal Western States. The New York Central Railroad bears the same relation to the central part, crossing it from east to west, and sending out branches to the right and left. Extensions of this line connect with roads to Boston and the New England coast, with New York City, and on the northwest with Canada.

The State debt, October, 1869, was upwards of \$43,000,000.

Males twenty-one years of age, resident in the State one year, are entitled to vote.

The public charities of the State are under the direction of a Board of Commissioners. The Deaf and Dumb Institution, in New York City, is one of the largest of its kind in the world. There is a Blind Institute at New York, and another at Batavia. Four State Asylums for Idiots are established at Syracuse, Utica, Ovid, and Poughkeepsie, an Inebriate Asylum at Binghamton, and a House of Refuge for Juvenile Delinquents at Rochester. Of the very numerous county, city, and town institutions this is not the place to speak.

New York (922,531), the largest city and commercial metropolis of the country, covers the greater part of Manhattan Island, at the mouth of the Hudson River, which there mingles with the waters of Long Island Sound. The island is about thirteen miles long, but nowhere more than two miles wide. Towards the northern part of the city begins a series of wide and beautiful avenues, which, running nearly parallel with the rivers on either side of the city, traverse the full length of the island. These are crossed at right angles by numerous broad streets, the number of which now reaches one hundred and fifty-nine. Broadway, the principal street, and the main avenue and business thoroughfare of the city, runs through the centre of the island and city for a distance of several miles. In Wall Street and in Broad Street near by are the Exchange and Custom House, other public buildings, and the great banking establishments. Many of the public buildings are large and costly, though not of much architectural beauty. Trinity Church is the finest ecclesiastical edifice. But the principal structures are the hotels, theatres, and warehouses. The city has eleven parks and squares, the largest being the Central Park, which has an area of eight hundred and fifty acres, and has been laid out at an expense of over \$10,000,000. Inclosed in the Park are three of the principal reservoirs of the Croton Aqueduct, by which New York is supplied with water brought from Croton Lake, forty miles distant. The public schools, with a free college at their head, number over two hundred, and are under the direction of a Board of Education and the care of two thousand five hundred teachers, two thousand of whom are women. Over two hundred thousand pupils are in regular attendance. In addition to numerous private schools, there are five colleges, with departments of law and medicine, and several theological seminaries. There are several large libraries, the only free one being the Astor, so named from its founder, a German by birth. The Cooper Institute has a free

reading-room, and provides otherwise for the instruction and entertainment of the working-classes. There were thirty-two savings-banks, with upwards of three hundred thousand depositors, in 1869. The city gives employment to a large commercial and a still larger manufacturing population. An idea of the business here may be gained from the statement that there are three hundred and twenty-four companies for manufacturing, one hundred and fifty-two for mining purposes, ninety-three steam-railroads, and thirteen horse-railroad companies, thirty-three petroleum companies, and twelve telegraph companies. The city letter-carriers deliver during a year 21,384,086 mail and city letters and 2,589,663 newspapers, and collect from boxes 28,551,910 letters for the mails. Twenty-two correctional and charitable institutions are under the care of public commissioners. During the year 1869, over ninety-two thousand persons were cared for in these institutions, at a cost of about \$2,000,000. The charitable institutions maintained by private associations are still more numerous; indeed, it may be said with truth that every form of suffering and want is more or less provided for. The chief drawback to the real prosperity of this great city is its municipal government, which has fallen into hands either unable or unwilling to administer it for the common welfare. Its abuses weigh upon all classes, and even more heavily upon the poor than upon the rich. A very large number of men and women who find occupation here reside in the suburbs.

The German Emigrant Aid Society of New York is the oldest society of the kind in the country, having been in existence eighty-seven years. In 1870, it numbered eleven hundred members, and had an annual income (from a fund, and yearly subscriptions) of \$22,000. It is managed by the most respectable German residents of the city. At its office (13 Broadway, only a short walk from Castle Garden) German immigrants will receive, 1. Any advice and information they may need; 2. Assistance in purchasing tickets for the interior; 3. Gratuitous medical treatment, if without means, in case of sickness; 4. In case of entire destitution, small gifts of money; 5. Assistance in obtaining legal redress for any wrong they may suffer. The society will also forward and receive letters for immigrants; carry on correspondence for them; exchange foreign into American money; and make and receive remittances to and from the old country; receive and forward valuables and parcels of every description; and execute powers of attorney, and collect inheritances. The Irish Aid Society does similar work.

The Commissioners of Public Charities have established an Employment Office at No. 8 Clinton Place, where thousands of persons, immigrants included of course, obtain work free of charge.

Brooklyn (396,300), on Long Island, directly opposite New York, is the second city of the State in point of population. Its docks and warehouses contribute greatly to the traffic which centres in its neighborhood. Prospect Park, nearly as large as Central Park, and naturally more picturesque and beautiful, lies on the eastern side of the city. Buffalo (117,115), on Lake Erie, is the principal city of western New York. Erie County, in which it is situated, is one of the richest agricultural districts of the State. Buffalo has nu-

merous manufactures, the most important being iron and agricultural implements, and its commerce in Western grains is very large. It contains the usual public institutions. Albany (69,422) is the capital. Rochester (62,315) is the most extensive flour-producing city in the Union. Troy (45,481) has important iron-mills, and the largest Bessemer steel works in the country. On the opposite side of the Hudson, Watervliet has the same classes of manufactures. Syracuse (43,058) is the seat of extensive salt manufactures. It has a public library. Other important cities are Utica (28,804), Oswego (20,910), a principal channel of trade with Canada, and Newburg (17,014), largely interested in dairy products.

A Board of Commissioners of Emigration was established by the New York legislature more than twenty years ago. The captain of a vessel bringing immigrants is required to give not only their names, but also the place of birth, former place of residence, age, occupation, and mental and physical condition. For each person thus landed the ship bringing him must pay \$2.50 as "commutation" or "head-money," which sum forms a fund for building hospitals and houses of refuge for the protection of immigrants. This fund is intended also to save the State from the expense of supporting any who by reason of illness, misfortune, or vicious habits may become paupers. In consideration of this payment, each immigrant is entitled to live, while in want, in the public buildings of the Commission or the poor-house of any county in the State for five years succeeding his arrival in this country. A description of the Emigrant Landing Depot, at Castle Garden, New York, has been given in Part I.

NEW JERSEY.

Area, 7,576 square miles. Population, 905,794.

The northern part of New Jersey is crossed by a series of ridges separated by the Appalachian chain, and is mountainous; the centre is hilly, and the southern part level and sandy. The State is well watered, with inlets from the Atlantic on the east, the Delaware and its tributaries on the west, and others in the north and centre.

Hay, corn and other grains, vegetables, and fruits, are the chief agricultural products.

The minerals of New Jersey are iron, copper, and zinc, all located in the northern section of the State. Marl, admirably adapted for fertilizing the soil, is found convenient in all parts of the southern and central sections.

The production of iron now reaches 60,000 tons annually. Many glass factories are in the southwest. Silk manufactures are extensive. Salt is manufactured on the coast. The region lying opposite New York on the Hudson is largely engaged in almost every variety of American manufactures.

The principal railroad is a line from Jersey City, opposite New York, to Philadelphia, eighty-eight miles. There is a connection between the same cities, by means of a canal.

The State debt in January, 1870, was about \$3,000,000.

Male citizens, twenty-one years of age, resident one year in the State and five months in the county, are entitled to vote.

The State charitable institutions are a Lunatic Asylum and a Soldiers' Children's Home, at Trenton, and a Home for Disabled Soldiers, at Newark. The deaf, dumb, blind, and idiotic are sent at public expense to proper institutions in adjoining States.

Newark (105,059), the largest city, is now the third manufacturing city in the United States. In the three trades of iron, jewelry, and leather alone, it employs 6,000 hands, and produces goods worth over \$13,000,000. The total product of its manufactures in 1869 was nearly \$40,000,000. Jersey City (82,547) is the landing-place of the Cunard steamers, and the terminus of numerous railroads. Paterson (33,582) is the second manufacturing city in the State. Trenton (22,874) has abundant water-power, and is a leading manufacturing town. It contains paper-mills, iron foundries, locomotive works, rolling, flour, and saw mills, and extensive potteries.

There is much unoccupied land which can be purchased at from \$5 to \$20 an acre, on easy terms. It is sandy, and requires fertilizing, which may be done cheaply from the marl-beds. Immigrants, who desire to settle on the Atlantic seaboard, to engage in fruit and vegetable gardening for the great city markets, may find homes on these lands. The remotest parts of the State are within four hours' ride by rail of Philadelphia or New York.

PENNSYLVANIA.

Area, 47,000 square miles. Population, 3,519,601.

The surface of Pennsylvania is traversed by the Appalachian range of mountains, which breaks it into a succession of valleys admirably adapted for agricultural purposes. It is watered by the Delaware, which forms its eastern boundary, affords navigation along half the line of the State, and through Delaware Bay connects the principal city with the Atlantic, while giving a harbor for the largest sea-going vessels. The Susquehanna crosses the State in the east from north to south. The western slope is watered by the Alleghany and Monongahela rivers, which unite at Pittsburg and form the Ohio; this flows in a southwesterly direction to the Mississippi, and provides steamboat navigation from this State to the Gulf of Mexico.

The soil of the southern half is loam on a limestone base; of the northern half, sand and shale: the former best adapted for wheat and corn, the latter for grazing. All the valley lands, however, are superior wheat-growing soils.

Hay, corn, oats, and wheat are the chief crops. In 1869 the State is described as having been first of all in the amount of rye, oats, and buckwheat harvested. Its farming is generally conducted with comparative skill.

The minerals are iron, coal (anthracite and bituminous), oil, copper, lead, zinc, nickel, and salt. Marble, sandstone, limestone, serpentine, and granite, for building purposes, are abundant and accessible. All of these are extensively and profitably worked in many parts of the State. The anthracite region is in the east, the bituminous in the west. According to the latest returns the annual product of iron is 1,000,000 tons; of coal, anthracite 15,000,000 tons; bitumi-

nous, 7,000,000; of petroleum, 189,681,390 gallons. The anthracite coal region, within twelve hours' ride from the seaboard, offers great inducements to families, especially to miners. Two or three thousand men coming annually to this region would find ready employment. Miners earn from \$40 to \$80 a month; common laborers, from \$25 to \$40 a month. There is also work for boys at from \$6 to \$12. Laborers with families are provided with houses, grounds for gardens, and fuel for family use, at a rent of \$1 a week. Tools and implements are furnished by the employer.

The State is rather agricultural and mining than manufacturing. It has, however, large factories of iron and steel, textile fabrics, and clothing, in which great numbers of hands are required. The line of the Lehigh River, between Easton and Mauch Chunk, abounds in blast furnaces and rolling-mills. The immigrant can reach this region in four hours from New York, by way of the New Jersey Central and Lehigh Valley railroads. He can buy his ticket to Allentown as a good centre. The line of the Schuylkill River from Philadelphia to Pottsville also abounds in the same class of work, and is reached by the Reading Railway.

The foreign commerce is not extensive, but the coasting trade that centres in the port of Philadelphia is very large.

The Pennsylvania Central Railroad, extending east and west through the entire length of the State, with its branches and connections, affords the shortest route between New York as well as Philadelphia, and the Western and Northwestern States; and it is the most substantially constructed and skilfully managed railroad in America. The Philadelphia and Erie road runs diagonally across the State from southeast to northwest, connecting Delaware Bay and Lake Erie. The Northern Central road crosses the State from north to south. The Cumberland Valley road gives an outlet from the capital of the State into Virginia and the Southern States. The Philadelphia and Wilmington road joins the chief city with Baltimore and Washington. From Pittsburg as a centre, railroads are constructed to the coal mines, to the oil region, northward to the Lakes, southwest along the Ohio, and westward to the Mississippi. Other roads run in various directions. Numerous canals provide transportation, especially in the eastern coal districts.

The State debt, December, 1869, was over \$32,800,000.

The right of suffrage is enjoyed by male citizens of the United States twenty-one years of age, resident in the State one year and in the election district ten days immediately preceding the election, who have paid a State or county tax within two years.

The State contains six Asylums for the Insane, Institutions for the Deaf and Dumb, Blind, Feeble-minded, two Houses of Refuge, thirty Homes for Soldiers' Orphans, besides a very large number of local and private charities.

Philadelphia (674,022), the chief city and seaport of Pennsylvania, and the second city in magnitude in the United States, is mainly situated on a level plain between the Delaware and Schuylkill rivers. It stretches from its southern to its northern limits twenty miles, and from east to west eight miles. The plan of the city, as originally laid out by William Penn, is exceedingly regular,

and almost all the streets cross at right angles. The city is remarkable for the comfortable dwellings within reach of all working classes. The population averages but one family to a dwelling. This is largely owing to the organization of coöperative building associations, and to the leasing or purchase of lots upon unchangeable ground rents. Fairmount Park, comprising nearly 3,000 acres, along both sides of the Schuylkill, is very attractive. Its location insures the purity of the water supplied to the city. Among the public buildings is the State House, in Independence Square, where the Declaration of Independence of the United States was adopted, July 4th, 1776. The United States Custom House, the Mint, the Merchants' Exchange, and the Masonic Temple are all large public buildings. Many of the churches are of more than ordinary architectural excellence. The University of Pennsylvania is the chief literary institution. The Academy of Natural Sciences contains a very valuable Museum. Girard College, so named from its founder, of French origin, educates nearly 500 orphan boys. Public schools are 380 in number, with above 1,500 teachers and 80,000 pupils. Hospitals, asylums, and other charitable associations are numerous and useful. In manufactures Philadelphia ranks as the first city of the United States, and employs a very great amount of skilled labor. The immigrant who prefers the city to the country can find nowhere else better opportunity for employment or an equal one for a pleasant home.

Pittsburg (86,235), the second city of the State, at the junction of the Alleghany and Monongahela, is surrounded by a chain of hills containing coal, iron, and limestone, the working up of which gives constant employment to large numbers. It has an extensive trade, on the west with the Ohio and Mississippi valleys, on the east with Philadelphia and New York. Reading (33,932) is both the market for a rich agricultural district and the centre of extensive manufactures, especially in iron. Harrisburg (23,109), the capital, is the point from which seven railroads radiate, and is surrounded by fertile and well cultivated farms. Pottsville (12,384) is remarkable for the immense trade in coal which centres there. Erie (19,646) upon Lake Erie, is the channel through which much western traffic passes.

In the northern counties, west of the Susquehanna, large tracts of land are now offered to actual settlers. They are heavily timbered, and contain vast deposits of bituminous coal and iron ore.

DELAWARE.

Area, 2,120 square miles. Population, 125,015.

This State, the smallest but one in the Union, forms the southern or western shore of Delaware Bay.

Its soil varies from sand in the south to a rich clay in the north, producing small crops, of which corn is the most valuable. Peaches are raised in large quantity for city markets.

The State has no debt proper, but has lent bonds to railroads.

Male citizens, twenty-one years of age, may vote upon one year's residence, the last month thereof being in the county.

Dover (1,906) is the capital. The only considerable town is Wilmington (30,841), where the Delaware Railroad, traversing the

State, the Philadelphia, Wilmington, and Baltimore, and the Reading and Wilmington railroads all meet. It is connected with the sea by Christiana Creek and the Delaware. As a manufacturing town it is noted chiefly for its flour, paper, and powder mills.

An immigrant will find few, if any good schools for his children in Delaware.

III. SOUTHERN STATES.

This division includes ten States, bordering upon the Atlantic and Gulf of Mexico, with one in the interior, or eleven in all. The one is West Virginia, set off from Virginia during the recent war, and naturally divided from that State by the ridges of the Alleghanies, which form a physical boundary on the west and north, between the mass of the Southern States and their neighbors east of the Mississippi River. Westward of the river extend the States of Louisiana and Texas, the latter reaching far beyond the present limits of civilized settlements, and covering one third of the entire southern section. Manufactures are neither numerous nor largely productive throughout the South. There are but two commercial ports of the first class: one on the northern border, Baltimore; the other on the southern, New Orleans. Agriculture is in every respect the leading interest, and cotton the leading staple.

The disturbances produced by the late Rebellion throughout the Southern States, have by no means entirely subsided; and immigrants are warned to make careful inquiries on the spot, before committing themselves to any place of residence. Slavery is gone, but its evil effects still linger.

MARYLAND.

Area, 11,124 square miles. Population, 780,894.

The Potomac River, which forms the southern border of Maryland, and the Chesapeake Bay, which divides it geographically into two unequal portions, make it very irregular in shape. Topographically, the State has three sections: the tide-water section, low and level, including both shores lying upon Chesapeake Bay and its tributaries; the Blue Ridge section, a broad belt of parallel plateaus extending westward to the foot of the Alleghanies; and the mountain or Alleghany section.

The soil in the centre and east is good, well wooded, and supplied with excellent water.

The leading crops are Indian corn, wheat, oats, and hay. Tobacco is raised in moderate quantities. Fruit is abundant.

The chief minerals are coal, iron, and fire-clay.

The only important manufacture is that of flour.

Commerce is active at Baltimore, which in point of foreign trade is the sixth port in the Union. A large amount of capital and numerous hands are employed in the fisheries and oyster trade.

The Baltimore and Ohio Railroad crosses the State west of Chesapeake Bay from north to south, and then skirts it from east to west. The Chesapeake and Ohio Canal extends along the line of the Potomac on the southern boundary.

The State debt, September, 1868, was upwards of \$8,650,000.

Male citizens, above twenty-one years of age, resident one year in the State and six months in the county, are entitled to vote.

The Maryland Hospital for the Insane, at Baltimore, is the principal charitable institution.

Baltimore (267,354) is the chief city of the State, and the sixth in population of the United States. It is called the "Monumental City," simply because it contains two monuments. It has a public park of more than 600 acres. The public building of most interest to the stranger is the Peabody Institute, so named from its founder, George Peabody, and containing various collections, admission to which is free. The Maryland Institute for the Promotion of the Mechanic Arts has day and night schools, in which instruction in design is given to both sexes. The city embraces a great variety of manufacturing industries. It is considered one of the best markets for flour, and the best market for tobacco, in the United States. It contains upwards of one hundred and twenty public schools, several other educational institutions, and numerous hospitals, asylums, and other charities. Annapolis (5,745), the capital, has no special attractions for the immigrant.

DISTRICT OF COLUMBIA.

Area, 55 square miles. Population, 131,706.

The District of Columbia, on the Potomac, is the seat of the National Government. It is under the immediate jurisdiction of Congress, but has its own Supreme Court and the municipal governments of its two cities, Washington and Georgetown. Washington, (109,204), the national capital, contains the Executive Mansion; the Capitol, with the Senate and Representative chambers, the Supreme Court room, and other public offices; buildings for the different departments of government; a national observatory; a navy yard; with a large number of administrative and charitable establishments.

VIRGINIA.

Area, 38,352 square miles. Population, 1,224,947.

The State is usually described in four districts: 1st, the tide-water, in the northeast, generally level, and divided by a number of rivers, such as the Rappahannock, Appomattox, and James; 2d, the Piedmont, between the above and the Blue Ridge, more varied in its surface; 3d, the valley of the Shenandoah, between the Blue Ridge and the higher ranges of the Alleghany Mountains; 4th, the Alleghany, in the southwest, generally mountainous.

Much of the Alleghany region is rocky, and covered with the original forest. The valleys, when well cultivated, are productive, and this is especially true of the Shenandoah valley, one of the best agricultural districts in the United States. In the Piedmont district the soil is variable, often sandy, and in some counties quite thin. The tide-water counties range from the barren sand between the bay and the ocean to the sandy loam of more southern counties, and the great swamps in the southeast. These swamps furnish much valuable timber. Timber is, in fact, plentiful in nearly all parts of the State, but especially in the mountain districts.

The staple productions are tobacco, of which 65,000,000 lbs. were produced in 1869, Indian corn, wheat, and oats. Many articles are produced in smaller quantities. A large crop of garden vegetables is raised in the southeastern counties, which, owing to the easy communication by water with the best markets, such as Baltimore, Philadelphia, and New York, is very profitable.

The mineral resources are very great. In regard to the coal deposits in the Kanawha valley, a recent surveyor writes that the area of coal beds exceeds that of all the known deposits of Great Britain; that the coal is of excellent quality, both for fuel and smelting purposes; that it is most accessible, and that it can be transported to the iron ores lying on either edge of the coal field, at very small cost. They abound in the bituminous, the cannel, and the "splint" coal. A hundred miles east of the coal, and less than a hundred miles west and north, are iron ore deposits of great extent and excellent quality. In the southeastern counties are considerable beds of shell marl, which are found valuable on exhausted soil, of which the State possesses a considerable extent. Nitre is abundant.

Manufactures are of tobacco and lumber.

Two railroads, starting from Alexandria, cross the State diagonally to Bristol and Danville on the southern border, and connect with lines to Savannah, on the Atlantic, and Mobile, on the Gulf coast. A third line runs south from Richmond to Wilmington, in North Carolina, and a fourth crosses the centre of the State to White Sulphur Springs. There are several canals in different parts.

The State debt in September, 1869, was nearly \$46,000,000.

Every male citizen twenty-one years old, resident in the State twelve months and in the district three months, has the right of suffrage.

Richmond (51,038), capital, on the James River, is the largest city. It contains several cotton and a large number of tobacco factories, flour-mills, machine-shops, etc. The falls of the James, just above the city, furnish immense water-power. Other towns of importance are Petersburg (18,950), Norfolk (19,254), Lynchburg (6,825), and Staunton (5,120).

A State Board of Immigration at Richmond, with agents in the city of New York and elsewhere, has published pamphlets containing information in regard to the resources of the State.

Arrangements have been made with all the different railroads terminating in Richmond, by which persons looking for land are enabled to purchase tickets at half price. An association under the title of the "Virginia International Land, Loan, and Trust Company," has been chartered by the State for the purpose of aiding immigration, the introduction of capital, and the development of agricultural and other interests.

WEST VIRGINIA.

Area, 26,000 square miles. Population, 442,032.

The surface of West Virginia is much broken, with a general slope towards the valley of the Ohio River. The Alleghany range extends along the eastern line. The principal rivers are tributaries

of the Ohio, which forms the northwestern boundary for about three hundred miles, and the Shenandoah, emptying into the Potomac on the northeast.

The soil of the river bottoms is generally rich, and even that of the mountains, though thin, is mostly available for raising certain crops, and for grazing, after the timber has been removed. About two thirds of the State are covered with timber, some of it extremely valuable.

Grains and fruits grow well. Cattle and sheep are raised with comparative ease.

The mineral resources are extensive. Fields estimated at 15,000 square miles are rich in bituminous coal. Iron ores are found nearly everywhere, and often in close contiguity with the coal needed to work them. Petroleum and salt springs are in some of the western counties. The White Sulphur Springs are in the southeast.

The Baltimore and Ohio Railroad crosses the northern part, connecting east and west with the general railroad system of the country. The Chesapeake and Ohio road runs across the southern part.

There is no State debt.

Male citizens twenty-one years of age, resident in the State one year, and in the county thirty days, are entitled to vote.

The only charitable institution is a Hospital for the Insane, at Weston.

Wheeling (19,282), on the Ohio, is largely engaged in iron, glass, and other manufacturing enterprises. It also has an extensive trade by steamboats on the Ohio River, and by the Baltimore and Ohio Railroad. Parkersburg (5,546), also on the Ohio, gives employment to large numbers in manufactures connected with petroleum. Charlestown (1,593) is the capital.

There is a State Commissioner of Immigration who has published a Handbook and Immigrant's Guide, descriptive of the State and its resources. Agencies have been established in New York and Baltimore, and in Germany.

NORTH CAROLINA.

Area, 50,704 square miles. Population, 1,071,137.

This State is divided into three districts: the eastern, of swamps with cedar and cypress woods, and plains with pines; the middle, of rolling lands; and the western, of valleys and hills, where the Blue Ridge of the Alleghanies crosses the country. All the important rivers, of which Cape Fear is the largest, rise in the western mountains, and flow southeasterly into the ocean.

The swamp lands are described as of inexhaustible fertility when reclaimed. The pine lands are sandy, but capable of being rendered productive. Rich, but much worn soil is found in the middle district; while soil well fitted for grazing is in the western.

Bituminous coal is found over an area of forty square miles. Iron ores of good quality are mined in various quarters. Gold, silver, and copper mining are prosecuted on rather a small scale. Marl beds are worked in the eastern swamps and plains.

Of agricultural crops, corn, wheat, tobacco, and cotton take the lead. Peas, beans, and potatoes are raised in larger quantities than in most other States.

The products of the forest are abundant and valuable. Tar, turpentine, pitch, and resin are gathered in greater amount than in all the other States combined.

Fisheries are also valuable, about 100,000 barrels being packed for market in Albemarle Sound alone.

Manufactures and commerce are principally employed about turpentine, flour, lumber, and cotton, and in that order.

Two railroads traverse the State from north to south, the Wilmington and Weldon in the east, and the North Carolina (and its extension) in the centre. A main route from the seacoast at Morehead City runs westward through the centre to the foot of the Blue Ridge. Numerous branches connect most parts of the State with these main lines. The Dismal Swamp Canal crosses the northeastern part.

The State debt, October, 1869, was over \$34,000,000.

Male citizens over twenty-one years of age, resident one year in the State and thirty days in the county, are entitled to vote.

The State has an Insane Asylum and an Institution for the Deaf and Dumb and Blind, both at Raleigh.

Wilmington (13,446), in the southeast, is the most important town. It has a large trade, and some important manufactures. Steamers ply between it and Charleston. Raleigh (7,790), the capital, is the market town of a large agricultural district.

About 5,000,000 acres, two fifths near the coast, the rest in the mountains, are owned by the State, and are for sale at twenty-five cents an acre to actual settlers. The North Carolina Homestead Association offers lands in Caldwell and MacDowell Counties, that is, in the western part of the State, at \$1,000 per square mile, or six hundred and forty acres. A very large amount of good farming lands in the west and centre is yet to be improved. Much of the swamp land in the east is subject to fever.

SOUTH CAROLINA.

Area, 34,000 square miles. Population, 728,000.

Like North Carolina, this State is divided into three sections, familiarly called the "Swamp Lands," with forests, "Middle Country," generally undulating, and "Ridge" or "Upland District," broken and hilly. The rivers, of which the principal is the Great Pedee, rise in the Blue Ridge, and flow through the State into the Atlantic. The Savannah River flows along the entire southwestern border.

The soil, richest in the sea islands, becomes less productive towards the interior, and least so among the hills.

No other State produces so much rice. Cotton is a very large crop, and corn and other grains are raised in considerable amounts.

Gold is found in several places, but the results are inconsiderable. Mineral wealth of far greater value exists in the Carolina Marl-bed, and the phosphate rocks of the Charleston basin, now attracting capital and labor.

The manufactures are chiefly in cotton, flour, and lumber.

A railroad from Wilmington, in North Carolina, traverses the State from east to west. Another line crosses it from north to south, intersecting the first at Columbia. The South Carolina Railroad, from Charleston to Augusta, opens communication with the West; the Charleston and Savannah Railroad, with the South.

The State debt, November, 1869, was over \$6,660,000.

Males twenty-one years of age, resident one year in the State and sixty days in the county, are entitled to vote.

The Lunatic Asylum at Columbia is a State institution.

Charleston (48,956), between the Ashley and Cooper rivers, is the principal city, and the only seaport of any consequence. It employs a large industrial population. Its trade in phosphate fertilizers distributed throughout the South, but more to Georgia than to any other part, amounted in 1869 to \$2,000,000. A High School and a Medical College are among the few public institutions which have survived the war. The war inflicted great damage on Columbia (9,298), the capital.

Unimproved lands can be had in unlimited quantities in the swamp and middle districts at about one-fourth the rates of improved lands, and can be rented at nominal rates. Land in small tracts for farming purposes can be easily procured in the swamp and northern districts by purchase or rental.

Several planters and farmers of Newberry County have formed an Immigration Society, by which a fund has been raised and an agent employed for bringing immigrants into that district.

GEORGIA.

Area, 58,000 square miles. Population, 1,195,077.

Two distinct portions of territory are embraced within this State, one called Upper, the other Lower Georgia. The first is in the north, where the Alleghanies terminate, and from which a plateau of table-land extends southward. The second is in the south, beginning towards the centre with terraces of rolling country, and ending on the coast with lowlands and swamps. There is plenty of timber. The Savannah is the principal stream in the east, the Altamaha in the centre, and the Chattahoochee in the west.

The soil varies from the light sand of the coast to the red loam of the upper plateaus. Not the least desirable lands to occupy are to be found in the valleys of the north.

The principal crops are cotton, rice, and corn.

Minerals are found only in the mountains, sometimes called the Georgia Gold Region, and in small quantities.

The commerce of the State is confined to a coasting trade with the other States in cotton, rice, lumber, and naval stores.

Georgia has built and is building more railroads than any other Southern State. The main line north and south, connecting with the Tennessee roads, and crossed by two lines east and west, one at Atlanta, the other at Macon, diverges at the latter point so as to terminate at Brunswick, on the Atlantic, and St. Mark's, on the Gulf of Mexico.

The State debt, January, 1870, was over \$6,000,000.

Every male person, twenty-one years old, native or naturalized, or who has legally declared his intention to become a citizen, resident six months in the State and thirty days in the county, and owing no taxes, is entitled to vote.

A State Lunatic Asylum at Medway, and an Academy for the Blind at Macon, are the only charitable institutions.

Savannah (28,235), on the Savannah River, is the chief commercial city. Augusta (7,811), on the Savannah, is the principal manufacturing town, and promises to become the cotton spinning city of the South. Macon (10,810) is the centre of a cotton-growing district. Atlanta (21,789) is the capital and an important market town. Columbus (7,401), on the Chattahoochee, is both a market and a manufacturing town.

FLORIDA.

Area, 59,268 square miles. Population, 187,751.

Florida, forming the southeast of the United States, is peculiar in physical character. The northern part is like the adjoining portions of Georgia and Alabama, but the rest of the State is a peninsula about ninety miles wide, level, sandy, but well watered, with a long coast line. The extreme south, about one hundred and sixty miles long by sixty miles broad, is covered by a shallow sheet of water, dotted with thousands of little islands, and called the Everglades. South of the mainland, a series of sand-banks or islands form what are styled the Keys. On one side of the State is the Apalachicola River, flowing southward; on the other, the St. John's, flowing northward.

Florida lands are divided into pine, covered with wood; hummock, bearing a growth of underbrush; and swamp. Most of the soil repays cultivation. Far the greater part of the State is forest.

Corn and cotton are the leading crops. In the southern parts sugar-cane is successfully grown; 25,000 to 35,000 canes on one acre of fair land. Tropical and many northern fruits grow in abundance.

Manufactures and commerce are both confined almost exclusively to lumber. There is an increasing coasting trade in garden products.

The Florida, Atlantic, and Gulf Central Railroad extends across the northern half of the State from Jacksonville to Tallahassee, whence a branch runs south to St. Mark's, on the Gulf coast. The Florida road crosses diagonally from Fernandina, on the northeast, to Cedar Keys, on the Gulf coast.

The State debt is about \$578,000.

Every male citizen, resident in the State one year and in the county six months, is entitled to vote. An educational qualification is to be added after 1880, which shall not, however, apply to those who have previously voted.

There are no charitable institutions.

None of the towns are large, Pensacola (3,347), and Key West (5,016), being the most considerable. Tallahassee (2,023) is the capital.

The general government still holds 18,000,000 acres of land in Florida. The State has 6,000,000 acres open to purchase, at from \$1.25 to \$5.00 per acre.

A Commissioner of Immigration has been appointed by the State. He publishes a manual concerning Florida, and the inducements which it offers to those seeking new homes.

ALABAMA.

Area, 50,722 square miles. Population, 996,988.

Alabama, like Georgia, has its upper and lower divisions, the former less mountainous, the latter less swampy, perhaps; but otherwise much the same. It is also divided, according to its productions, into sections called Timber, Cotton, and Stock. The first, or southern (11,000 square miles), is covered by forests of yellow pine, oak, and cypress, with a soil adapted for tillage. The second, or central division (11,500 square miles), has a stiff and black soil, generally deep and very rich, where cotton grows to great advantage. The third, or northern (4,322 square miles), includes the higher lands. Water is scarce in the centre, though the Alabama River flows through it. The Tombigbee waters the western, the Tennessee the northern borders.

Cotton is the chief crop, and is larger than in any other State. Corn is the great cereal.

The State possesses a large area of coal fields, beds of iron ore, and limestone.

Manufactures and commerce are in cotton, flour, and lumber.

The Memphis and Charleston Railroad crosses the northern part; two diagonal lines, one through Selma, the other through Montgomery, traverse the centre and the south.

The State debt, November, 1869, was over \$8,350,000.

Male citizens twenty-one years of age, resident in the State six months, who have sworn to support the Constitution and laws of the United States and Alabama, have the right of suffrage.

The charitable institutions are an Insane Asylum at Tuscaloosa, Deaf and Dumb Institution at Talladega, and Blind Asylum at Mobile.

Mobile (32,184), on Mobile Bay, is the chief city of the State, and one of the chief cotton markets of the South. Another cotton market is Montgomery (10,588), the capital. Selma (6,484) is a third cotton market of importance.

Over 6,500,000 acres of government lands are for sale to settlers, many of which are excellent pine lands with good subsoil of clay, upon which two bales of cotton per acre have been raised by skilful culture. There are also large tracts granted to railroads, which are to be had cheaply.

A Bureau of Industrial Resources, at Montgomery, to distribute information regarding the industries and resources of the State, is practically an Immigrant Board.

MISSISSIPPI.

Area, 47,156 square miles. Population, 834,170.

A belt of table-lands on the eastern side of this State forms the water-shed between the Alabama rivers and the Mississippi, which forms the western border. The State is generally undulating, sometimes hilly, except in the south.

The soil in the south is fit only for grazing, whence the familiar name of the Cow Country. The centre and the north, consisting of plateaus and prairies, are marked by the best alluvial formation. Timber is plentiful.

The great crop is cotton, and the next corn.

Two lines of railroad run on either side of the table-lands from north to south, making New Orleans and Mobile their southern termini, and uniting in Tennessee with roads to the Ohio River and the north. A single road crosses the heart of the State from east to west, extending through the Gulf States generally, and a short distance westward into Louisiana. Another road crosses the south.

The acknowledged State debt is small, but a large debt contracted many years ago has been repudiated.

The State has a Lunatic Asylum and an Asylum for the Blind.

Natchez, on the Mississippi, and Vicksburg (12,443), on the same river, are centres of the cotton business. Jackson (4,234) is the capital.

The government holds nearly 5,000,000 acres of public lands in Mississippi.

LOUISIANA.

Area, 41,346 square miles. Population, 726,927.

This State, through which the Mississippi River empties into the Gulf of Mexico, and of which much the larger part is watered by that great stream, the Red, Sabine, and other rivers, is a singularly low region, annually inundated to a great extent, and with a coast chiefly one long salt marsh. But the central and main portion of its territory is one vast prairie.

This has a rich and productive soil, with indigenous grasses for the sustenance of half wild cattle. The sandy regions, where pine forests stretch far and wide, are capable of being rendered fertile. Even the salt marshes can be reclaimed.

Cotton, sugar, corn, and rice are the special crops. Cattle are raised in large numbers upon the Opelousas plains.

Salt is extensively distributed, and marl is found in certain districts.

Commerce in the productions of the State employs a very large amount of shipping and thousands of hands.

Two railroads through Mississippi, one northward, the other eastward, connect New Orleans with other points, North and South.

The State debt, November, 1868, was over \$13,000,000.

Males twenty-one years of age, resident in the State one year, and the last ten days thereof in the parish, are entitled to vote.

An Insane Asylum at Jackson is the only State charitable institution.

New Orleans (191,322), the capital, on the Mississippi River, from which it is protected by a dike, called levee, forty-three miles long, is the great cotton market of the country, and exports the larger part of the cotton sent abroad. It has many public buildings, both national and State, schools, asylums, and hospitals, and a State University. Donaldsonville (1,573), on the Mississippi, has a considerable domestic trade with the river counties. Baton Rouge (6,498) is the first town on the Mississippi above the lowlands. Shreveport (4,607) is the principal town of the northwest; Alexandria, of the central part of the State.

Upwards of 6,000,000 acres of land are owned by the general and State governments in Louisiana.

A Bureau of Immigration has established in New Orleans an institution similar to that at Castle Garden, New York. (See Part I.) A report of the commissioners to the General Assembly contains information of which immigrants will do well to avail themselves.

TEXAS.

Area, 247,356 square miles. Population, 797,500.

Texas has a Gulf coast of more than 400 miles, and a river frontier of over 1,000 miles, for half of which distance the streams are navigable. It equals in extent the Austrian Empire, and embraces mountains, prairies, deserts, and swamps. Along the coast the surface is level. The interior is a prairie country of great extent. Beyond this are plateaus rising to the Rocky Mountains in the west. Here numerous large rivers take their rise, all flowing in a south-east direction into the Gulf of Mexico, the largest being the Rio Grande, Colorado, and Brazos. The principal rivers are navigable to the centre of the State.

The soil in the swamp belt on the coast is a black, sandy loam, exuberantly fertile in the river bottoms, and producing the best cotton; in the prairie belt, thinner, yet highly productive of corn (two crops a year), wheat and the northern cereals; in the plateau, excellent pasture, the "Mesquit" grass growing both winter and summer. The eastern part of the State is best timbered. Skirting the southern limits of the prairie belt are the Cross Timbers, a large, wooded section.

Agriculture is the principal pursuit, occupying the greater proportion of the people, and offering occupation to an almost unlimited number of hands. Cotton is the great staple; but corn is the chief crop of the prairies. Farming goes on every month of the year. Stock-raising employs the majority of Texan farmers.

Iron is found in large quantities, easily developed. There are salt springs and lakes in the prairie belt.

At New Braunfels the German immigrants have lately built a large woollen mill, and fitted it with the finest Manchester machinery.

The only railway lines are in the southeastern corner.

The State debt in 1867 was about \$350,000.

Male citizens, upwards of twenty-one years of age, resident one year in the State and sixty days in the county or district, are entitled to vote.

The charitable institutions are a Deaf and Dumb Institute, a Blind Asylum, and a Lunatic Asylum.

Galveston (13,818), the seaport, San Antonio (12,256), Houston (9,382), and Austin, (4,428), the capital, are the largest towns.

The State owns immense tracts of land, which it disposes of at very low prices, in aid of internal improvements and to encourage immigration. The western half of the State yet remains in possession of various Indian tribes.

The new Constitution establishes a Bureau of Immigration, with a Superintendent at its head.

IV. WESTERN STATES.

These are in two groups: the first, of thirteen States, occupying the Mississippi valley from Lake Superior to the northern border of the Southern States, a territory of the highest agricultural and mineral value, and possessing the most ample opportunities of communication by lake and river; the other, of three States on the Pacific slope, much broken by mountains, but rich in fertile soils and productive mines, two of them with a long coast line, the third traversed by the great railroad line between the East and the West. Both groups are naturally devoted to the resources with which nature has endowed them; agriculture and mining being by far the most important pursuits of their inhabitants.

OHIO.

Area, 39,964 square miles. Population, 2,662,333.

Ohio forms a natural portal of the West, Lake Erie leading to it on the north, and the Ohio River on the south. It is a rolling country, with occasional prairies and a few swamps, divided by a low and irregular water-shed, which crosses the centre from east to west. First of the Western States to be occupied after the war of Independence, it is still the first among them in numbers.

The soil is generally good, particularly so in the river valleys.

The staples are corn, wheat, hay, and oats. The amount of wool grown here is greater than in any other State. The banks of the Ohio are dotted with vineyards, giving employment to considerable numbers.

A coal belt extends along the eastern side, and an iron belt through the southeast, both very rich. Limestone and other stone are abundant; so is salt.

The principal manufactures are of iron and flour.

The internal commerce is very great, both along the line of the Lakes and through the Ohio and Mississippi valley.

The railroad system comprises not less than thirty-five lines, with nearly 3,500 miles of railway. From Cincinnati, in the southwest, ten different lines diverge to the west, north, and southeast, and not only afford quick and ample transportation to neighboring States, but by numerous branches penetrate nearly every county in this State. Further north, four other main lines cross the State from east to west. There are nearly 1,000 miles of canal, and two of the canals cross from the Ohio River to Lake Erie.

The State debt in November, 1869, was upwards of \$10,000,000.

Males twenty-one years of age, and one year resident in the State, are entitled to vote.

The charitable institutions of the State are four Lunatic Asylums at Columbus, Newburgh, Dayton, and Athens; institutions for the Deaf and Dumb and Blind at Columbus; an Asylum for Idiots; and a Reform School at Lancaster. These institutions are under the charge of a Board of State Charities.

Cincinnati (216,239), on the Ohio, is a city of much manufacturing and commercial importance, its pork trade being peculiarly large, and its general activity remarkable. It has the usual number of schools and higher institutions, associations, public buildings, charities, and a very promising free library. Cleveland (92,846), on Lake Erie, is the great lake port, and even has direct communication through the Lakes and the St. Lawrence with England. It has several ship-yards, numerous copper and iron works, and many packing-houses for beef and pork. Its schools and colleges, charitable and public institutions, including a free library, are well sustained. Columbus (33,745) is the capital. Dayton (32,579) is a large manufacturing city. Toledo (28,546), on Lake Erie, has a very considerable trade in grain.

Ohio has attracted a very large immigration in time past; and there is no reason why the attraction should not long continue. Naturally productive, and occupied by one of the most active and prosperous communities in the Union, with settled habits and well-developed resources, it is particularly inviting to immigrants possessed of some capital, and desirous of avoiding the exposures of the frontier.

INDIANA.

Area, 33,809 square miles. Population, 1,673,941.

The formation of Indiana is for the most part that of an undulating table land, in some places covered with timber. It is watered chiefly by the Wabash and its tributaries, and on the southern border by the Ohio.

The soil is nearly all suitable for cultivation or pasture.

The principal crops are corn, hay, and wheat. Live stock is raised in very large amounts.

The coal field in the west, embracing about one fifth the entire area, contains seams five to eight feet in thickness, of cannel and bituminous coal. The White River stone is extensively used throughout the western cities.

Manufactures are chiefly of flour and lumber.

The Wabash and Erie Canal, with a length in the State of 379 miles, connects the Ohio with Lake Erie. There are over 2,600 miles of railroads. At least six principal lines, with eastern and western connections, cross the State in one direction, while nearly as many cross it in another, connecting at Louisville with the southern roads, and at various points with the northern.

The State debt, January, 1871, was about \$4,000,000.

Males twenty-one years old, and resident in the State six months,

are entitled to vote, but a year's residence in the country is required of foreign-born persons.

The State charitable institutions are, one for the Deaf and Dumb, another for the Blind, and another for the Insane, all at Indianapolis.

Indianapolis (36,565), the capital, is one of the most important railroad centres in the country. A large number of lines radiate from it, and these, together with the manufactories of the city, must constantly demand fresh supplies of labor. Evansville (22,830), Fort Wayne (17,758), Terre Haute (16,103), New Albany (14,273), and Lafayette (13,506), are all manufacturing towns.

Indiana has not equalled either Ohio or Illinois in numerical growth. But it is a State where the immigrant will find favorable opportunities of establishing himself either as a land-holder or as a laborer. Much immigration has already been directed thither.

ILLINOIS.

Area, 55,600 square miles. Population, 2,539,638.

A country of river borders is the first aspect of Illinois, three fourths of its boundaries being formed by the Wabash, Ohio, and Mississippi. Within flow the Illinois, Kaskaskia, and other streams, through broad and level prairies.

The soil is a rich, black loam, congenial to all the cereals.

In the production of breadstuffs, Illinois stands first among the States. Corn, wheat, and hay are the leading crops. It is the great cattle State of the Union, its fertile prairies being well adapted for raising stock of all kinds. Fruit-growing is one of the chief occupations of southern Illinois.

Coal is found in almost every county, and upwards of four hundred mines are in operation. A large portion of the great lead region of the Mississippi lies in the northwest. There are probably few mining districts of the same extent which have produced so much in proportion to the capital invested. Lead is often found upon farming lands, and many of the miners are owners of farms. Copper, iron, zinc, marble, and freestone are found in various localities.

Manufactures are chiefly of grain and lumber.

There are upwards of three thousand miles of railroad in operation. The Illinois Central, starting from Cairo, in the extreme south, extends four hundred and fifty-six miles to Dunleith, in the extreme northwest, and by a branch, two hundred and fifty-three miles, to Chicago, in the northeast. Eight lines and more cross the State from east to west, with connections on both sides. A canal, connecting Lake Michigan with the Illinois River, opens communication between all the Lakes and the Mississippi.

The State debt, November, 1870, was less than \$2,000,000. The new Constitution provides that no debt exceeding \$250,000 shall be contracted, except in certain contingencies, and then under ratification by popular vote. This Constitution, which the people of the State have recently ratified, contains many important political principles not hitherto embodied in State constitutions.

Male citizens, upwards of twenty-one years of age, resident one

year in the State, ninety days in the county, and thirty days in the district, are qualified voters.

The charitable institutions of the State are a Hospital for the Insane, and Schools for the Deaf and Dumb, Blind, and Imbeciles, all of which are under the supervision of a Board of Public Charities.

Chicago, on the southwestern shore of Lake Michigan (298,983), the fifth city of the Union in population, and the commercial metropolis of the Northwest, has an immense trade in grain, provisions, and lumber. Its growth has been remarkable, even as compared with that of other Western cities, and its public works and private industrial establishments are all on a large scale. Its schools and charities are liberally supported. Peoria (25,787) is a busy city. Bloomington (14,590) is a place of large trade, and employs many mechanics in its machine-shops and foundries. Springfield (17,365), the capital, is in the heart of a great agricultural district. Galena (7,019) is the emporium of the lead region; La Salle (2,500) of the coal region.

Illinois has large tracts never yet under the plough. Some swamp lands are still in possession of the government, and can be purchased at the Land Office. Many desirable estates are offered at moderate rates by private owners.

The Illinois Central Railroad Company is now offering 500,000 acres at from \$5 to \$12 an acre, according to quality and location; one fourth the purchase money to be paid in cash, and the remainder in three equal yearly payments, with six per cent. interest added; or, if payment is made in full at the time of purchase, a deduction of ten per cent. is made to the purchaser. The farms are sold in tracts of fifty or eighty acres, suited to the settler with limited capital, or in larger tracts when such are required by persons with means engaged in the business of stock-raising; but in no instance is it disposed of to speculators, the chief object of the Company being to place working farmers upon the land. The principal office of the Company is in Chicago, where full particulars can at any time be obtained.

KENTUCKY.

Area, 37,680 square miles. Population, 1,321,001.

Nearly all the important streams rise in the southeast, an elevated table-land formed by spurs of the Cumberland Mountains, from which the descent is northward and westward to the Ohio and the Mississippi. One district, around Lexington, is called the Blue Grass Country; another, along Green River, the Barrens, not because sterile, but because lightly wooded. Timber abounds in other parts, and all parts are well watered, the Tennessee and the Cumberland being the principal rivers of the interior.

The soil varies according to elevation, but is everywhere favorable to production.

The great crops are corn, wheat, and tobacco, and more hemp is raised than in any other State. Mule and horned cattle are extensively raised, the export value of stock in many counties exceeding even that of the cut crops.

The minerals are iron, lead, and coal. The latter exists in enormous quantities. Nitre is abundant.

The manufactures are principally those of flour and lumber.

The chief railroad line is from Cincinnati, through Louisville to Bowling Green, where it diverges into two lines of communication with the South.

The State debt, October, 1868, was upwards of \$3,600,000, about covered by assets.

Male citizens, resident two years in the State, one year in the county, and sixty days in the precinct, are entitled to vote.

The charitable institutions are an Institution for Deaf Mutes at Danville, one for Feeble-minded Children at Frankfort, Lunatic Asylums at Lexington and Hopkinsville, and a Blind Institute at Louisville.

Louisville (100,753), the principal city, has much commercial and manufacturing activity. Tobacco factories are the most numerous, and here is the great tobacco market of the country. Lexington is in the heart of the agricultural region.

Large tracts of land held by the counties, among which it was portioned out by the State, are still open to purchasers. In the eastern or upland district, masses of five hundred acres, well adapted for agricultural improvement, and situated in one of the healthiest regions of the country, where immigrants, if settling together, might easily form themselves into prosperous communities, may be had for ninety-five cents an acre.

TENNESSEE.

Area, 45,600 square miles. Population, 1,258,288.

Tennessee has three geographical divisions, called East, Middle, and West Tennessee. The first is mountainous, the second elevated and rolling, the third flat and prairie-like. The first, and adjoining part of the second, elevated one thousand feet, on an average, above the rest, are northern in physical character; the rest of the State is southern. The Cumberland and Tennessee rivers, both navigable, traverse the State.

The soil is almost everywhere good, adapted in the east to grasses, in the centre and west to cotton and the cereals, corn being the largest crop.

East Tennessee is a rich mineral district, containing iron, copper, zinc, nitre, and large coal fields. A marble much used throughout the country for decorative purposes is quarried in several counties.

Flour and saw mills are the chief manufactories.

A railroad runs through East Tennessee, which has unbroken connection with Virginia, Georgia, Alabama, and the whole Southwest. Middle Tennessee is crossed by two lines, and Western also by two, one of which forms part of the communication between the Gulf of Mexico and the Northwestern States. The eastern and western part of the State are connected by a railroad from Cleveland to Memphis.

The State debt in July, 1869, was nearly \$40,000,000.

Males upwards of twenty-one years old, six months resident in the county, are entitled to vote.

The charitable institutions are a Deaf and Dumb Asylum, at Knoxville, and an Insane Hospital and Blind Institute, at Nashville.

Memphis (40,226) is the principal city of West Tennessee, Nashville (25,872), the capital, of Middle Tennessee, and Knoxville (8,682) of East Tennessee.

A Commissioner, acting under a Board of Immigration for the State, has prepared a Handbook and Immigrant's Guide describing Tennessee. An account of East Tennessee has been published by the Knoxville Industrial Association.

ARKANSAS.

Area, 52,198 square miles. Population, 483,179.

This is a nearly square tract, divided diagonally by the Arkansas River. From lands so low as to be submerged for the most part, to prairies and the Ozark Mountains, there is every variety of surface, penetrated by very numerous streams, and dotted with bayous, half lakes, half swamps.

The soil of the lowlands is rich, but needing drainage; that of the uplands is well adapted for cotton and the cereals, besides being the best of pasture. Timber of all kinds is abundant.

Cotton, corn, and other grains yield large returns. Stock-raising is also easy and remunerative.

Arkansas is emphatically a mineral State. The gypsum deposits are larger than those of all the other States combined, and the product of zinc is greater than that of any other save one. Many other minerals, coal included, are found in great quantity. The largest oil-stone quarry in the world exists at Hot Springs, and at the same place are numerous mineral springs.

A railroad connects Little Rock, in the centre, with Memphis, in Tennessee.

The State debt, January, 1870, was \$4,430,000.

Males twenty-one years of age, resident in the State six months, have the right to vote.

Little Rock (12,380) is the capital and chief city. It is called the "Flower City" from the numerous flowering trees and plants in its streets.

The State owns 2,000,000 acres of land, which it sells to settlers at seventy-five cents per acre for all within six miles of a navigable stream, and fifty cents if beyond that distance. There are 500,000 acres of selected land scattered all over the State, subject to entry at \$1.25 per acre, on a credit of one, two, three, four, and five years, with interest at six per cent. The general government still holds upwards of 11,000,000 acres in Arkansas.

A Commissioner of Immigration and State Lands has issued a pamphlet on the Natural Resources of the State, of which he will furnish copies upon application at Little Rock.

MISSOURI.

Area, 65,350 square miles. Population, 1,717,258.

The Missouri River, crossing the State from west to east, divides it into two unequal and physically different parts. That to the north is mostly a rolling prairie, that to the south a broken country, with

uplands and hill ranges; the former being an agricultural, the latter a mineral region. Both are well watered and well timbered.

The soil varies according to the above formation. Richest in the river bottoms, it is still rich on the prairie levels; and though lighter on the higher lands, is even there well suited for the cultivation of the grape, as well as for grazing purposes.

Stock, especially sheep raising is one of the great agricultural interests. The chief staple is corn; and hemp is more largely produced than in any other State but one. Almost every growth of temperate climates can be cultivated north of the Missouri.

Southward extend great mineral deposits. Iron Mountain and Pilot Knob, within six miles of each other, are two solid masses of iron ore. Lead mines have long been worked without signs of exhaustion. Zinc and copper are also abundant. The northern part of the State has no other mineral in large supply except coal, and that is of inferior quality.

Manufactures are chiefly of iron, flour, and lumber. In 1870 eleven furnaces for smelting iron ore were in operation. The product of pig-iron in the same year was nearly 55,000 tons.

By means of the Mississippi and its branches, the State has the advantage of communication with thousands of miles of territory north, east, and south, and with the Gulf of Mexico; and on the Missouri, steamers can ascend to the Rocky Mountains.

The Pacific Railroad of Missouri, connecting at St. Louis with direct lines eastward, runs westward 281 miles to Kansas City, where it connects with the Kansas Pacific road. St. Louis and Kansas City are also connected by the North Missouri road, 272 miles. Another line runs from St. Louis southwardly to Belmont, on the Mississippi, 206 miles. Part of the Southern Pacific road has been completed from Franklin to Springfield, 204 miles. The Hannibal and St. Joseph road, with direct eastern connections at the former place, runs westwardly 206 miles, and connects at the latter place with northern, western, and southern lines.

The State debt, January 1st, 1869, amounted to \$16,084,000.

Males twenty-one years old, resident one year in the State and six months in the county, are entitled to vote.

The principal charitable establishments are an Institution for the Education of the Blind at St. Louis, an Asylum for the Deaf and Dumb, and one for the Insane at Fulton.

The principal city, and the fourth in the United States, is St. Louis (310,864), on the Mississippi, twenty miles below the mouth of the Missouri, which has a very extensive commerce in all the staples of the surrounding region. It contains many public and private schools and colleges, a public library, and numerous benevolent and charitable institutions and societies. Kansas City (32,260), St. Joseph (19,565), and Hannibal (8,849) have been mentioned above as railroad centres. Jefferson (4,420) is the capital.

The United States Government possesses upwards of 1,000,000 acres of public lands in Missouri. The State and railroad corporations also own large tracts.

MICHIGAN.

Area, 56,451 square miles. Population, 1,184,296.

Michigan consists of two peninsulas. The southern and larger is nearly surrounded by the waters of Lakes Michigan and Huron; an irregular ridge in the centre forming a water-shed east and west. Natural parks, called oak openings, are scattered over the country. Almost the whole of the northern peninsula, which lies between Lakes Michigan and Superior, is forest; a rugged, and in part even mountainous region, as different from the other part of the State as if far more widely separated from it.

The soil of the northern peninsula is generally thin and sterile, while that of the southern is for the most part a fertile sandy loam.

The great crop is wheat. Next come hay, corn, oats, potatoes, and buckwheat. The wool clip is very large; so is the quantity of pork and other provisions. It is lumber, however, which rises to the highest figures, the amount cut during 1869 being over 2,000,000,000 feet. Fruits of all kinds grow well in the south.

Northern Michigan contains the most valuable deposits of iron and copper. The product of the former is second only to that in Pennsylvania; of the latter far greater than in any other State. Southern Michigan produces salt, gypsum, and bituminous coal in large quantities.

Manufactures of the agricultural and mineral products just mentioned are very considerable.

Commerce is extensive; the lake shore being upwards of 1,400 miles, and the facilities for navigation almost unbounded.

The Michigan Central Railroad runs from Detroit to the southwest corner. Lines from Toledo, on Lake Erie, as well as Detroit, cross to Grand Haven, on Lake Michigan, opposite Milwaukee, in Wisconsin. The Michigan Southern traverses the country between Lake Erie and Lake Michigan. Several lines run northerly about half the length of the peninsula. The northern peninsula is crossed by a line connecting the shores of Lakes Superior and Michigan.

The State debt amounted in November, 1870, to \$2,385,000.

Males twenty-one years of age, citizens, or intending to become such, resident two years and six months in the State, and ten days preceding the election in the township or ward, are entitled to vote.

The charitable institutions are an Asylum for the Deaf, Dumb, and Blind, at Flint, and one for the Insane at Kalamazoo.

Detroit (79,580), on the Detroit River, the largest city, has many lines of steamers communicating with different points on the Great Lakes, and contains numerous manufacturing establishments, such as locomotive works, machine-shops, copper works, and saw-mills. It has a public library of 15,000 volumes. Grand Rapids (16,507), on Grand River, is one of the most thriving trading and manufacturing towns. Ann Arbor (7,363), also with large manufactories, is the seat of the State University, which takes the lead of the higher institutions of learning in the Western States. Lansing (5,241) is the capital.

The United States government still holds about 4,000,000 acres

of land open to settlement. In addition to these, large tracts are offered by railroad corporations.

The State has two agents in Europe to stimulate immigration hither.

WISCONSIN.

Area, 53,924 square miles. Population, 1,055,167.

A broad undulating plain is the simplest description to be given of Wisconsin. Along the northeastern shore and on the western border, mounds or bluffs of considerable elevation occur. Next to the Mississippi, the principal river is the Wisconsin, but other rivers of various lengths cross the country in all directions. Many small lakes are scattered here and there, and Lake Winnebago covers an area of more than 200 square miles.

The soil is well adapted in the south to tillage, and in the north to pasture, these two divisions being separated by a sandy belt. Many parts of the State are densely timbered.

The wheat crop is much the largest, being followed by hay, corn, oats, potatoes, and hops.

Wisconsin shares in the mineral resources of its neighbors, lead and iron being mined in the south, and other deposits in the north. Zinc is obtained more plentifully than in any other State.

Manufactures are chiefly in lumber and grain.

Commerce, both on the river and lake sides, is considerable.

The principal railroad is the Milwaukee and St. Paul, with one branch running from Milwaukee westerly to Prairie du Chien, on the Mississippi; another from Milwaukee northwesterly to La Crosse, also on the Mississippi; and several other branches. The Chicago and Northwestern Railroad has several lines running northerly, one of which terminates at Green Bay.

The State debt in October, 1870, was \$2,250,000.

Male persons twenty-one years old, and resident in the State one year, are entitled to vote, a written declaration of intended citizenship being required from foreigners.

The charitable institutions are a Hospital for the Insane and a Soldiers' Orphans' Home at Madison, an institution for the education of the Deaf and Dumb at Delavan, and one for the education of the Blind at Janesville. These institutions are open to citizens of the State, free of expense.

Milwaukee (71,499), the most important city of the State, and after Chicago of the Northwest, has a large manufacturing and mercantile business. Its flour-mills are capable of manufacturing thousands of barrels of flour a day. It is one of the principal lake ports, and ships an immense amount of flour, grain, provisions and live stock. It contains the usual number of schools and charities. Fond du Lac (12,764), Oshkosh (12,663), Madison (9,176), the capital, Racine (9,880), and Janesville (8,791), are all towns giving employment to various industries.

The United States government still owns upwards of 8,600,000 acres, the State and railroads holding large additional tracts. State lands may be had at seventy-five cents an acre, and only one fourth need be paid in cash.

There is a State Board of Immigration at Madison, composed of the Governor, Secretary of State, and six associates, which has published in several languages, for free distribution, a pamphlet of "statistics exhibiting the history, climate, and productions" of the State.

IOWA.

Area, 55,045 square miles. Population, 1,191,720.

The surface of Iowa is generally undulating, about three fourths being prairie. Rivers and smaller streams are numerous; the principal, besides the Mississippi and Missouri, on the eastern and western borders, are the Des Moines and Iowa. In the northwest are numerous ponds. There is but little timber, and this mostly along the water-courses.

The soil, especially of the southern part, is rich. Earth excavated one hundred feet below the surface of the bluff formation, near the Missouri, will produce luxuriant vegetation. The river bottoms or valleys are usually high and dry enough for farming purposes, and are then very productive. Large beds of peat exist in the north.

The principal staples are corn, wheat, oats, and hay. The native grasses make more than half the hay crop. Much attention is devoted to grazing, wool-growing, and dairy products. Fruits grow well.

Much the largest mineral product thus far has been coal, beds of which are found along the Des Moines and its tributaries, over an area of 25,000 square miles. From four to six million pounds of lead ore have been annually smelted from deposits confined to a belt of four or five miles in width, along the Mississippi, above and below the city of Dubuque. Large zinc fields also border upon the same river.

Four railroads cross the State from east to west: the Dubuque, Iowa Falls, and Sioux City, 329 miles; the Chicago and Northwestern, from Clinton to Council Bluffs, 350 miles; the Chicago, Rock Island, and Pacific, from Davenport to Council Bluffs, 310 miles; and the Burlington and Missouri River, from Burlington to Council Bluffs, 291 miles. All these connect, on the Mississippi, with railroad communications east and south, and on the Missouri with the Union Pacific Railroad to California.

The State is out of debt, and has a surplus in the treasury.

Male citizens twenty-one years of age, resident six months in the State and sixty days in the county, are entitled to vote.

The charitable institutions are a Deaf and Dumb Asylum at Council Bluffs, an institution for the education of the Blind at Vinton, and a Hospital for the Insane at Mount Pleasant. Another Hospital for the Insane is to be provided at Independence. There is a Reform School in Lee County, and there are Homes for Soldiers' Orphans at Davenport, Glenwood, and Cedar Falls.

Iowa has many important towns, of which the largest is Davenport (20,042). Dubuque (18,404) is the centre of the lead district. Others are Burlington (14,932), Des Moines (12,035), the capital, and Muscatine (6,718).

The United States government still holds upwards of 1,900,000 acres of land in Iowa. Grants have been made at various times by the general government to the State, for schools, railroads, river improvements, also saline and swamp lands, amounting in all to over 10,000,000 acres. A considerable part of this is now for sale, at various prices.

A large amount of land is held by various railroad corporations, of which a full description follows.

The Iowa Railroad Land Company, the Iowa Falls and Sioux City Railroad Company, and the Sioux City and Pacific Railroad Company, all having their offices under the same management, at Cedar Rapids, have nearly 2,000,000 acres of land for sale, nearly half of which, or 900,000 acres, are situated in the counties through the centre of the State, from the Mississippi to the Missouri River, along the line of the Cedar Rapids and Missouri River Railroad; 256,700 acres are located in the western part, on or near the Sioux City and Pacific Railroad, and along the Missouri River; 100,000 acres in Eastern Nebraska; and 700,000 acres in Western Iowa, belonging to the Iowa Falls and Sioux City Railroad. These companies are especially desirous of disposing of these lands to actual settlers, rather than to speculators; and in furtherance of this desire have set apart certain tracts of land of average good quality to be sold to settlers only at the rate of \$3 per acre. The companies can also supply colonists with unbroken bodies of land, embracing from 5,000 to 20,000 acres.

Terms of Sale. — These lands are offered for sale on time, or for cash, to suit purchasers. The companies have adopted three modes of selling their lands, namely, for cash, on short time, and on long time. On short time the purchaser pays one quarter each, the balance in one, two, and three annual payments, at six per cent. per annum interest, payable annually in advance. A purchaser's account would stand as follows, supposing he contracted for forty acres of land at \$5 per acre, on January 1st, 1870, on the short time plan: —

Jan. 1, 1870, cash payment, \$50; int. on balance, \$9.	Total, \$59.00
“ “ 1871, interest pay't, 6; principal pay't, 50.	“ 56.00
“ “ 1872, “ “ 3; “ “ 50.	“ 53.00
“ “ 1873, “ “ 50.	“ 50.00
	<hr/> \$218.00

On the cash plan the companies deduct ten per cent. from the regular price, and require the whole amount paid down. Thus the above land could be bought for \$180, cash.

On the long time plan the purchaser pays two years' interest on the purchase money, at ten per cent. per annum, at the time of purchase, and nothing more until the end of two years, when he pays one quarter of the principal, and the balance in one, two, and three years, at ten per cent. per annum interest, payable annually in advance. A purchaser's account on the long time plan would stand as follows, supposing he contracted for forty acres, at \$5 per acre, January 1, 1870: —

Jan. 1, 1870, interest pay't,	\$40.	Total, \$40.00
" " 1872, " "	15; principal pay't, \$50.	" 65.00
" " 1873, " "	10; " " 50.	" 60.00
" " 1874, " "	5; " " 50.	" 55.00
" " 1875,	" " 50.	" 50.00
		<hr/> \$270.00

No more than 160 acres are sold to any one person on this plan, and that to actual settlers only. The companies offer, on short time only, nine forty-acre tracts, in each of ten townships, for \$3 per acre. These are as good lands as any the companies have, but are located 12 to 25 miles from any railroad, and are offered at these low figures to induce immediate settlement. Ten per cent. interest is charged instead of six, the purchaser agreeing to settle upon the land within six months from date of purchase, and to improve it within three years. Not more than 40 acres will be sold to any one person at this price.

The lands offered by the companies vary in price from \$3 to \$12 per acre. At the latter price persons can secure very choice locations, within two to four miles of important stations. A few tracts nearer stations are held at higher figures. Farther from the stations, and from 6 to 20 miles from the railroad, good land can be bought at from \$5 to \$10 per acre.

The price of timber land varies, according to location and quality, from \$15 to \$40 per acre.

Cedar Rapids, the eastern terminus of the Cedar Rapids and Missouri River Railroad, is 219 miles west of Chicago, with which it has direct connection by the Chicago and Northwestern Railroad, and 271 miles east of Omaha, Nebraska. It has an extensive water-power, and will soon be the centre of six different railroads. The population numbers 7,000, and there are one hundred stores, three banks, nine churches, four school-houses, a seminary building, and three newspapers, one of which is printed in the Bohemian language.

The most important towns along the Cedar Rapids and Missouri River Railroad are Blairstown, Belle Plaine, Tama City, Marshall, State Centre, Nevada, Boone, and Jefferson, which have a population of from 800 to 1,500 each. Boone has 3,000. Besides these there are many other rapidly growing towns, which number from 300 to 500 inhabitants each. Almost every town has its grain elevators and lumber yards. Farming, though the principal, is by no means the only industry. Cedar Rapids has woollen, paper, and saw mills and various manufactories. Extensive beds of "Iowa marble" are quarried between Tama City and Marshall; and near Boone are several large coal-mines, and an abundance of timber.

The lands of the Sioux City and Pacific Railroad are located in the vast valley of the Missouri River, this portion of which is exceedingly fertile. It is especially adapted to stock-raising. The price of the company's land in this district ranges from \$5 to \$10 per acre. The 100,000 acres in Eastern Nebraska are very fine lands.

Full information in regard to the location, terms, and prices of lands can be obtained by application, either in person or by letter, to W. W. Walker, Cedar Rapids, Iowa.

The Burlington and Missouri River Railroad Company in Iowa and Nebraska received a land grant of about two millions of acres from Congress, in aid of their construction of a railway from Burlington, on the Mississippi River, through Southern Iowa, across the Missouri to Lincoln, the capital of Nebraska, and 140 miles farther to a junction with the great Union-Pacific road near Fort Kearney. The company opened this road from the Mississippi to the Missouri last winter, and is now running trains beyond the latter river to the capital of Nebraska. It accordingly obtained the title to its lands from the United States, and, last April, put about 700,000 acres into market. Four hundred thousand acres of these are in Iowa, and chiefly in the southwestern corner of that State. Of the four hundred thousand, 100,000 are in Montgomery County, and 200,000 more in the two counties which join it on the east and west (Adams and Mills), and in the three counties which lie directly south of these three, namely, Fremont, Page, and Taylor. The remaining 100,000 are scattered through more than a score of counties, all of them having a railroad in or near their limits.

The lands of the company comprise prairie, timbered, and coal land. The agricultural capabilities of their soil have not yet been fully tested in the six counties where most of the railroad lands lie, inasmuch as they are all to this day sparsely settled. But the State census of 1868 has nevertheless furnished sufficient facts and figures to judge them correctly. In one of the railroad-land counties (Montgomery) the yield of sorghum was surpassed by only six among all the ninety-nine counties in Iowa. The fleeces of wool averaged $3\frac{1}{2}$ pounds. In scarcely one of the counties was the average of corn less than 30 bushels; in several it was nearly 36. Another railroad county (Union) was equalled in the average yield of potatoes by only three in the State. In one of the six, the average of oats was 31 bushels. The yield of wheat in the same county was $10\frac{1}{2}$ bushels, and this yield was exceptionally small. In another of the six, the average of rye was 20 bushels. In still another, the product of barley was $13\frac{3}{4}$ bushels. In yet another some French colonists settled, seventeen years ago, as the best place they could find, when the whole State was before them to choose from.

The six railroad-land counties named had, in 1868, a population of 34,614, a single one having over 8,000. Persons settling in them will not be far from stores, mills, mechanics, and professional men of all kinds, churches, schools, lyceums, and colleges. The nearest railroad station will be only forty-eight hours from New York.

The rolling surface of these lands secures thorough drainage, and consequent freedom from the miasma and agues which infest the low and level lands of other localities. They are not destitute of timber. One eighth of the surface of Fremont County is wooded, and one tenth of several others. The price of wood for fuel in Mills County is \$4 per cord. Coal is also abundant, the mines being accessible to all the counties by rail.

Moreover, these lands are equidistant from St. Louis and from Chicago, with railroads completed to both. Their products may be sent to market either on competing railroads or on competing rivers. In the past, their best market has been to the west and north, rather

than east and south. Much grain and stock are still needed in government posts and mining regions.

The price of land ranges from \$4 to \$15 per acre, according to quality and local advantages. The cheapest lands are back from the railroad, mostly within ten, and none over twenty miles from it; and the more distant land is as good, upon an average, in quality, as that nearer, and for stock-raising and wool-growing it is preferable, having a wider range for grazing purposes.

Terms. — Land is sold in lots of forty acres or more, on ten years' credit, with six per cent. interest. By this plan, a payment of interest on the whole amount is required the first two years, and after that an annual payment of one ninth of the entire amount, with interest on the unpaid balance. Twenty per cent. is deducted from long credit price for full payment at date of purchase, and in such cases the land bonds of the company are taken at par. If sold on a short credit of two years, the price is the same as for cash, that is, twenty per cent. less than on long credit, and one third is to be paid down, and the balance in two years, with ten per cent. interest.

Exploring land-buyers' railroad fare is returned or allowed in payment of land, if exploring tickets are bought at their land office in Burlington or Plattsmouth, on the Missouri.

There are local agents at several of the towns along the road, whose business it is to show the lands to persons seeking to buy, and with whom all matters of purchase may be transacted; but conveyances and payments are finally consummated at the land office at Burlington, the eastern terminus of the road. Station agents and conductors on the road can furnish the names of the local land-agents to any person inquiring. A map of the company's lands accompanies this Handbook. Descriptive circulars and sectional maps will be furnished on application to George S. Harris, Land Commissioner, Burlington, Iowa.

The General Assembly of Iowa has recently passed an act to establish a Board of Immigration, consisting of the Governor as *ex officio* President, and one commissioner from each congressional district. This Board has issued a pamphlet entitled "Iowa; the Home for Immigrants," in which much useful information is to be found. The Board announce that "full and free information about condition, situation, and prices of land, route of immigrants, expenses of journey, etc., will be furnished," on addressing A. R. Fulton, Secretary, Des Moines, Iowa.

MINNESOTA.

Area, 83,531 square miles. Population, 435,511.

The central and southern portion of this State is mostly a rolling prairie region, with numerous belts of timber. A great number of lakes and streams are scattered over it. The northwestern part, more elevated, and rising into high bluffs along the Mississippi River, has not so many lakes or streams, and is but sparsely timbered. The northeastern section, called the *Hauteurs des Terres*, or Highlands, is covered with hills of sand and drift, clothed with dense forests. The lakes and streams of pure water are almost innumerable; the lakes alone being estimated to be 10,000 in number. Along the north-

eastern border lies Lake Superior, and on the north, the Lake of the Woods, with a chain of lakes extending over 150 miles. The most important rivers are the Mississippi, which rises in Itasca Lake, in the north, and its tributary, the Minnesota. Nearly all the streams are fringed with woodland, and dense forests often cover the valleys. Three fifths of the surface of the State are estimated to be covered with timber.

The soil of the prairie region is warm and productive; that of the more elevated districts is generally unfavorable for farming.

The State is considered one of the best in the Union for wheat, which is its principal cereal. Oats, corn, and potatoes are raised in large crops.

Rich deposits of copper and iron ore, enormous masses of slate, and good limestone and sandstone (some of the latter adapted to the manufacture of flint-glass) have been found.

The water-power available at the famous Falls of the Mississippi at St. Anthony is estimated at 120,000 horse-power, or more than the whole motive power employed in textile manufactures in England in 1850. But little of this power is employed.

A line of railroad connecting St. Paul with Milwaukee, Wisconsin, traverses the southeastern part of the State. The Lake Superior and Mississippi road runs north from St. Paul to Duluth, at the head of Lake Superior. A third line crosses the State to Breckenridge, on the western border. The Northern Pacific Railroad, the construction of which has already been commenced, will cross the northern central portion of the State from Duluth west.

The State debt in January, 1871, was \$285,000. It is limited by the Constitution to \$350,000.

Males twenty-one years of age, resident in the State four months, and in the district ten days, are entitled to vote. A year's residence in the United States and a declaration of intended citizenship are required of foreigners.

The principal charitable establishments are a Reform School, an Institution for the Education of the Deaf, Dumb, and Blind, at Fari-bault, and a Hospital for the Insane, at St. Peter.

The chief cities and towns are St. Paul (20,031), capital, on the Mississippi; Minneapolis (13,066), also on the Mississippi, near the Falls of St. Anthony; Winona (7,192), St. Anthony (5,013), opposite Minneapolis, and Duluth (3,131).

In June, 1869, the State contained public lands still unsold and unappropriated, to the extent of 34,732,000 acres, in prairie and woodland, mainly in the northern and western parts. In addition to this, grants of public land amounting to upwards of 11,500,000 acres have been made by the general government in aid of schools, railroads, etc., much of which is for sale by the State or by corporations, at rates varying from the government price to \$10 per acre.

There are six railroads having large grant lands in the State, namely, 1. The Northern Pacific Railroad, with a total grant of fifty millions of acres, of which about 3,000,000 acres lie in the State; 2. The Lake Superior and Mississippi Railroad, with a grant of 1,632,000 acres, all of which are now in the market; 3. The St. Paul and Pacific Railroad, with a grant of 2,635,000 acres; 4. The Minnesota

Central, or Milwaukee and St. Paul Railroad, with a grant of 643,000 acres; 5. The Winona and St. Peter Railroad, with a grant of 1,410,000 acres; 6. The Minnesota Valley, or St. Paul and Sioux City Railroad, with a grant of 950,000 acres; 7. The Hastings and Dakota Railroad, with a grant of 1,285,000 acres.

The Lake Superior and Mississippi Railroad, 154 miles in length, connects, as already stated, St. Paul, at the head of navigation on the Mississippi River, with Duluth, at the extreme west end of Lake Superior, over a gently rolling country dotted with beautiful lakes of pure water, and rich in lumber and minerals. Duluth, from its position at the extreme limit of lake navigation westward, as the terminus of the Lake Superior and Mississippi Railroad and the Northern Pacific Railroad, promises at an early day to be one of the most important centres of trade in the Northwest. It has grown within the last year from a hamlet of a dozen houses to a thriving town of about 3,000 inhabitants, and is increasing with a rapidity remarkable even in Minnesota. A line of six steamers runs regularly from Erie, Cleveland, and Detroit to Duluth.

Near Duluth, the railroad crosses one of the most extensive and remarkable formations of slate. The beds of this mineral being near the water transportation of the Mississippi and the Lakes, it can be easily carried to New Orleans on one hand and Buffalo on the other. Being the only known and developed deposit of fine slate west of the Alleghany Mountains, it must be of incalculable advantage to the cities of the Lakes and the great Mississippi valley. Large quarries are now opened, and slate is prepared for shipment. Information regarding these deposits can be obtained of Robert H. Lamborn, President of Great Western Mining Company, 125 South Fifth Street, Philadelphia.

The 1,632,000 acres of land granted to the company lie in alternate sections on each side of and near the line of the road. Large portions of these are well adapted for the production of wheat, corn, oats, and all kinds of roots and other vegetables. They comprise also large bodies of natural meadows or grazing lands, and extensive tracts of timber, with white and Norway pine, interspersed with oak, maple, ash, and other hard wood timber.

These lands are offered in tracts of forty acres and upwards, at prices ranging from four to eight dollars per acre, and will be sold on long credit, if desired.

Example: 80 acres at \$5 per acre, long credit, \$400.

	Principal.	Interest.
First payment	\$8.00	\$27.44
Second payment	56.00	23.52
Third payment	56.00	19.60
Fourth payment	56.00	15.68
Fifth payment.	56.00	11.76
Sixth payment	56.00	7.84
Seventh payment	56.00	3.92
Eighth payment	56.00	

The purchaser has the privilege to pay up in full, at any time he desires, thereby saving the payment of interest.

Any other information will be furnished on application in person, or by letter in English, German, Swedish, or French, to William L. Banning, President and Land Commissioner, St. Paul, Minnesota.

The National Land Company of New York is an agent for the lands of the Lake Superior and Mississippi Railroad, and applications may be made at the Central Office, No. 3 Bowling Green, New York, either in person or by letter, where information will be given as to means of transportation to the land, etc.

There is a State Board of Immigration, whose duty is to distribute information and facilitate immigration. Pamphlets, containing detailed descriptions of the State in the English, German, and Scandinavian languages, can be obtained free of charge by application to the Secretary of State, St. Paul.

KANSAS.

Area, 81,318 square miles. Population, 362,872.

* This is nearly the geographical centre of the United States. It is a region of terraces and slopes, rising from the Missouri, which forms part of the eastern border, and other rivers, of which the Kansas and Arkansas are the principal. Timber is found chiefly in the river valleys.

The soil of the terraces next the rivers is alluvial, and extremely rich; that of the slopes and uplands is the average prairie soil.

Corn, hay, potato, and wheat crops are all prolific. The production of wheat is said to excel that of any other State east of the Rocky Mountains in proportion to the cultivated area. Fruits grow to great advantage. Stock-raising is favored by the equable temperature and the admirable pasturage, a large part of which is open for use without purchase or rent. Any one who plants and cultivates for three years any forest trees, except black locust, is entitled to an annual bounty of \$2 for 25 years thereafter for each acre, or for each half mile of grove along any public road so cultivated, and any one who builds a stone wall $4\frac{1}{2}$ feet high, or plants an osage, orange, or hawthorn hedge around any field, and cultivates it until it is strong enough to resist stock, is entitled to an annual bounty of \$2 for each 40 rods of such wall or hedge during eight years thereafter.

Coal, limestone, and salt springs constitute the chief mineral resources.

The Kansas Pacific Railroad runs through the whole length of the State from border to border, 430 miles. Several hundred miles of railroad traverse various portions of the eastern section.

The State debt, December 31st, 1869, was over \$1,300,000.

Males, twenty-one years old, citizens or intending to become such, resident six months in the State and thirty days in the district, are entitled to vote.

The charitable institutions are an Asylum for the Blind, at Wyandotte, and one for the Deaf and Dumb, at Olathe.

Leavenworth (17,849), on the Missouri, is much the most important city. Lawrence (8,332), on the Kansas River, the main depot of the Kansas Pacific road; Topeka (5,790), the capital; and Atchi-

son (7,054), are all active towns, where various classes of labor, particularly building, give constant employment.

The general government holds over 42,400,000 acres of land in Kansas. The State and various railroad corporations own several additional millions. An organization entitled the "National Land Company," has been formed for the purpose of disposing of the lands of the Kansas Pacific Railroad. It has an office in New York and agencies in Europe.

NEBRASKA.

Area, 75,995 square miles. Population, 123,000.

Nebraska, like Kansas, has a surface rising westward from the Missouri and other rivers, of which the Platte, wide, rapid, and shallow, traverses the State from west to east.

The river bottoms have the usual exceedingly fertile soil; and the prairies are of various degrees of productiveness. Of 23,000,000 acres in the west, only that portion along the streams is considered fit for cultivation, the remainder being more or less covered with nutritious natural grasses, and therefore suitable for grazing. Of 25,000,000 acres in the east, available for general crops, there are 13,700,000 acres of first-class land, the most valuable of which is along the valley of the Platte, which has a width of eight or ten miles, and is irrigated by the annual rise of the river. There are 3,000,000 acres rated as good, but rough and uneven, and 8,300,000 acres sandy and subject to drought.

Corn, wheat, and other cereals are cultivated successfully, and stock-raising is an important interest. Farmers are turning their attention to the increase of timber by cultivation, as it is naturally scarce.

The mineral resources are limited. Coal is to be had, but in veins too thin to afford cheap fuel. Good building limestone and granite, and clay for bricks are found. There are very rich salt springs in the southeast, the product from which contains 98.3 per cent. of salt.

The Union Pacific Railroad crosses the State from east to west, a distance of 464 miles, forming part of the railroad connection between the Atlantic and the Pacific. At Omaha, its eastern terminus, it meets several important lines: the Chicago and Northwestern, the Chicago, Rock Island, and Pacific, and the St. Joseph and Council Bluffs. At Fremont it connects with the Sioux City and Pacific. From Omaha, it runs westerly across the plains and over the Rocky Mountains, a distance of 1,032 miles, to Great Salt Lake, in Utah, where it connects with the Central Pacific Road, which continues 881 miles westward over the Sierra Nevada to Sacramento and San Francisco. The grade is nowhere very heavy, the highest on any part of the Union Pacific being 90 feet to the mile. The rise between Omaha and Cheyenne (about 53 miles beyond the western border of Nebraska) is 5,095 feet, and at a station 32 miles west of Cheyenne, with a further rise of 2,200 feet, the highest point is reached. The tide of travel upon this road has already contributed much toward the settlement of the State.

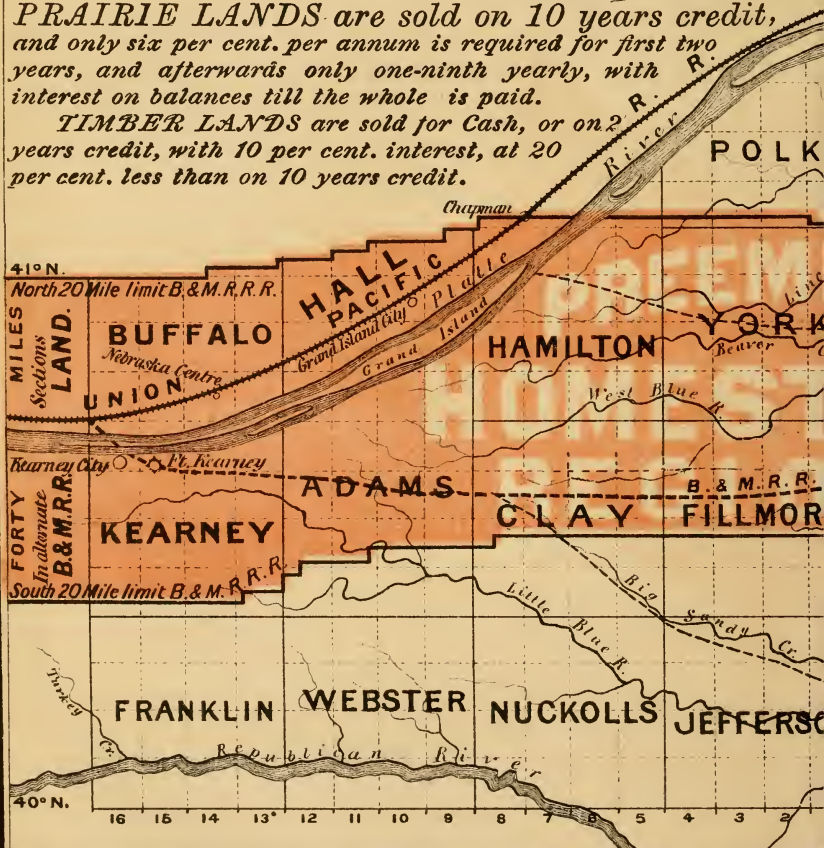
The State has no debt.

Males, twenty-one years of age, resident six months in the State,

Location of **MAP OF SOUTH-EAST NEBRASKA**
1,500,000 ACRES OF LAND
BURLINGTON AND MISSOURI RIVER
IN NEBRASKA.

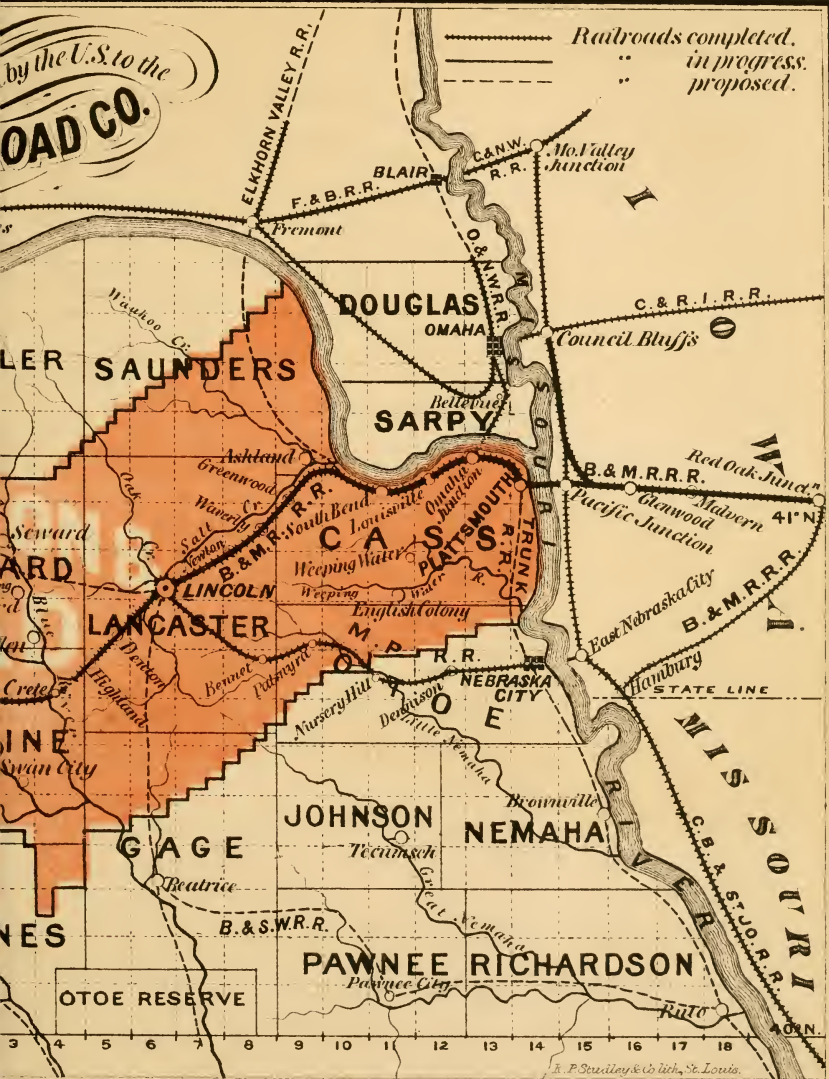
PRAIRIE LANDS are sold on 10 years credit, and only six per cent. per annum is required for first two years, and afterwards only one-ninth yearly, with interest on balances till the whole is paid.

TIMBER LANDS are sold for Cash, or on 2 years credit, with 10 per cent. interest, at 20 per cent. less than on 10 years credit.



by the U.S. to the
ROAD CO.

Railroads completed,
" in progress,
" proposed.



A. P. Studley & Co lith. St. Louis

twenty days in the county, and ten days in the precinct, are entitled to vote. A declaration of intended citizenship is required of foreigners.

The capital is Lincoln (2,441), principal city, Omaha (16,083), on the Missouri. Fremont is a growing town.

A very small part of the State has yet been settled or improved. The United States government still owns nearly 41,000,000 acres of land, open for settlement. The State government has also received grants from the United States, of over 3,000,000 acres for education and internal improvements, a part of which is for sale at low prices.

The Union Pacific Railroad Company owns altogether about 12,000,000 acres of land, which were granted to it by the United States government to aid the construction of its great road. About 2,000,000 acres of these lands, situated in central and southern Nebraska, are now offered for sale by the company. They are located on or near the forty-first parallel of latitude; are within a breadth of 20 miles on either side of the railroad; they include every variety of soil, and abound in fields of coal and other mineral deposits. They extend through the great Platte valley, and in the valleys of the Elkhorn, Loup Fork, Papillon, Maple and Shell Creeks, Wood River, the Wahoo, and the Big Blue, a region noted for its fertility and mild and healthful climate. All the stations of the railroad become centres of population, towns and villages spring up at convenient points, and grow rapidly in size and importance, while extensive and well-cultivated farms and thriving settlements are found throughout the entire tract. The Platte valley is noted for its dry atmosphere and mild climate. There is sufficient rain for useful purposes, but the storms are of short duration, and the region is exempt from long and drizzly seasons of wet weather. Numerous streams intersect the valley on either side of the Platte, some affording excellent water-power. Springs abound, and when there is no water on the surface, it can usually be obtained at a depth of from ten to thirty feet.

The surface of this region is divided into bottom and table lands. The soil of the bottom lands is of a rich alluvial character, of great depth and fertility, producing fine crops of wheat, corn, oats, barley, etc. It resists both unusual wet and continued drought, does not cake after rain, and is easily ploughed to any depth required. The table lands are rolling, consisting of a series of divides, upon some of which, separating the larger streams, the crests are flattened out into level plains, frequently several miles in area. The soil is similar to that of the bottoms, but not so deep. These lands are well adapted to the production of the various cereals, fruits, and vegetables, and contain indigenous timber. The grazing lands are very superior, and stock-raising is largely prosecuted.

The company sells its lands for cash or on credit, at prices varying from \$2.50 to \$10 per acre. A deduction of ten per cent. from the credit price is made to those who purchase for cash.

Example: Eighty acres at \$5 per acre, on credit. The principal, one fourth cash down; balance in one, two, and three years, equal payments; interest at six per cent., in advance.

	Principal.	Interest.	Total.
Cash payment	\$100.00	\$18.00	\$118.00
Payment in one year . . .	100.00	12.00	112.00
“ “ two years	100.00	6.00	106.00
“ “ three years	100.00		100.00

The same land may be purchased for \$360 in cash down. The Land Grant Bonds of the company, which can be purchased at a large discount, are taken at par in payment of the lands.

In Douglas County, which lies between the Missouri and Platte rivers, and contains a population of 35,000, the company owns 9,000 acres of land, which are offered at from \$6.25 to \$10 per acre. The soil is rich, deep, and productive, well timbered, and possesses fine quarries of excellent building stone. Omaha, the eastern terminus of the road, is situated in this county.

Sarpy County, south of Douglas, and also between the Missouri and Platte, is well watered and wooded, has rich soil and good stone quarries, and is thickly settled. The railroad crosses it. 5,200 acres of the company's lands may be had at \$6.25 to \$10 per acre.

Washington County, also on the Missouri, is crossed by the Sioux City and Pacific Railroad, which connects with the Union Pacific at Fremont, and is well watered and timbered, and in a fair state of cultivation. Several thriving towns skirt the railroad. The company offers 43,500 acres, at \$5 to \$10 per acre.

113,000 acres are offered in Dodge County, north of the Platte, which is watered by the Elkhorn and its branches, and by Maple Creek, and crossed by both of the railroads mentioned above, at \$5 to \$8 per acre. They are well adapted to grain and stock raising. Fremont is the county seat.

Colfax County, west of Dodge, has a similar surface, is crossed by the railroad, and contains 107,000 acres of the company's lands, held at from \$4 to \$8.

Platte County, north of the Platte, has a rolling surface, with rich bottom lands along Loup Fork and Platte rivers. The railroad crosses it, and has 187,700 acres, at \$3 to \$8 per acre. Columbus, the capital, numbers 800 inhabitants.

In Merrick County, which has qualities like the above, the company's lands, of which there are 131,000 acres, may be had for \$3 to \$5 per acre. Lone Tree, the county seat, is a station on the railroad.

Hall and Buffalo counties are large, and intersected by numerous streams, abounding in fish. The soil is good for the cereals and for stock-raising. Both counties crossed by the railroad. The company offers 379,000 acres, at \$3 to \$5 per acre.

Kearney, Adams, Hamilton, and Polk counties, lying on the south side of the Platte River, are fertile, well watered, and with sufficient timber for fuel. They are easily accessible from stations on the Union Pacific Railroad. 487,600 acres are offered to purchasers at \$2.50 per acre, in four annual payments, with a discount of ten per cent. for cash.

In Clay and York counties, south of the Platte, 45,000 acres of good lands can be had for \$2.50 to \$3 per acre. The surface is chiefly undulating prairie.

In Butler and Saunders counties, whose numerous intersecting streams furnish excellent mill-sites, and whose soil is very fertile, the company holds 315,000 acres, at from \$2.50 to \$3 per acre. Good ferries along the Platte connect with the railroad.

Further information, plans, and circulars, showing location and prices, will be furnished gratuitously at the office of the Land Department at Omaha, where "land-exploring tickets" are also issued by the company, which give parties the privilege of stopping at any or all of the stations along the road within the limits of the land offered for sale, and entitle the holder to a credit of the full amount of the ticket, should he purchase one hundred and sixty acres or more, or to a credit of one half its amount, should he purchase eighty acres.

NEVADA.

Area, 112,090 square miles. Population, 42,491.

Nevada is a part of the plateau between the Sierra Nevada and the Rocky Mountains, about 4,000 feet above the level of the sea, traversed by ranges of mountains from 1,000 to 5,000 feet higher. Most of the streams are lost in the porous soil of the plains. The principal river is the Humboldt, which rises in the northeast, and after running 300 miles disappears in a lake of the same name, some distance west of the centre. Several other rivers also disappear in lakes, of which there are many in the west. The Colorado River, navigable, forms the boundary between Nevada and Arizona for 75 miles, thus affording an outlet through the Gulf of California into the Pacific Ocean. Timber is scarce, except upon the Sierra.

Alluvial soil is found here, as elsewhere, along the river bottoms, and much of the higher land affords the best sort of pasture. As a general rule, artificial irrigation is necessary to a profitable agriculture.

Mining, particularly silver, is the chief pursuit. It attracts the larger portion of the population, and gives rise to extensive manufacturing industry in the mills required for the reduction of ores. The richest deposits of silver are those of the "Comstock lode" in the west, and the "White Pine" in the east. Mining is done in many cases on individual account, but in the more important instances by joint-stock companies. The cost of mining and milling is so great that low-grade ores do not pay for reduction; consequently the business is in almost all cases precarious.

The Central Pacific Railroad crosses the State, following for some distance the line of the Humboldt River.

The State debt in January, 1869, was \$278,000 in gold.

Male citizens twenty-one years of age, resident six months in the State and thirty days in the county, are entitled to vote.

The capital is Carson City (3,042), near the western border.

Far the greater portion of the State is open to settlers. The United States still hold 67,000,000 acres within its limits.

There are several tribes of Indians in eastern Nevada.

CALIFORNIA.

Area, 188,981 square miles. Population, 560,285.

The marked physical features of California are the two nearly parallel mountain chains, the Coast Range on the west, and the Sierra Nevada on the east, the highest peak of the former being San Bernardino, 8,500 feet, of the latter, Whitney, about 15,000. A narrow and much broken strip of lowland lies between parts of the Coast Range and the Pacific shore; but the greater part of the level country within the State limits is the valley between the two ranges, watered by the Sacramento in the north, and the San Joaquin in the south, both having several tributaries. Lake Tulare, 60 miles long, is in the southern part of the valley. Timber grows upon the mountain sides to a considerable height.

The mountain slopes provide good pasture, though not from grasses. Average lands are sandy, but the valleys are generally very fertile. Both the soil and the climate, being comparatively dry, favor the grape, the mulberry, and the silk-worm. Fruit and stock are the two agricultural products for which the country is naturally most adapted.

The great agricultural staple is wheat, nearly half the land under cultivation being devoted to it. Barley affords a second or "volunteer" crop without labor, from the seed which falls in harvesting the first. Only the wild variety of oats grows to advantage, and from this chiefly comes the hay of the region. Gold is found in nearly all sections, but principally along the slope of the Sierra Nevada. \$23,000,000 were produced in 1869. Quicksilver is obtained from two mines in the Coast Range, which produce nearly half the quicksilver mined in the world. Many other mineral deposits exist, those of coal and iron being particularly valuable. The State also contains a large variety of mineral springs. Stock is raised to great advantage, particularly on the line of the Coast Range, and dairy products have become very large.

Flour and saw mills are prominent among the manufactories. Wine is now one of the largest products. It is made in three districts: Los Angeles, in the southwest; Sonoma, near San Francisco; and the foot-hills of Sierra Nevada. The product for 1868 was upwards of 2,500,000 gallons of wine, and 250,000 of brandy.

The chief line of railroad is that of the Central Pacific, from the eastern border to Sacramento, and of the Western Pacific, from Sacramento to Oakland, opposite San Francisco. Other lines, about 650 miles in all, run through different districts.

The State debt, April, 1870, was about \$3,500,000.

Male citizens twenty-one years of age, resident six months in the State and thirty days in the county, are entitled to vote.

The State charities are an Asylum for the Insane, at Stockton, an Institution for the Deaf, Dumb, and Blind, at Oakland, and an Industrial School at San Francisco.

San Francisco (149,482), on a peninsula between the bay of the same name and the ocean, is much the most important city. Its harbor is the safest, best, and most capacious on the Pacific coast. It has communication by steamer with Japan, and with Panama and

a number of other places on the coast, and by sailing vessels with all parts of the world. Exports consist chiefly in metals and breadstuffs. This commerce employs large numbers, while still larger find occupation in various factories, iron, brass, flour, and many besides. A Labor Exchange has been in operation for two or three years, and has gratuitously obtained situations for many thousand laborers, mechanics, etc. The public schools of the city enjoy a high reputation among those of the Union. Among the other towns where labor is in demand are Sacramento, the capital, San José (9,089), and Stockton (10,666).

Alone of all the States, California possesses two large tracts, granted by Congress as public property. One of these, about 2,500 acres, contains the Big Tree Grove; the other, about 36,000 acres, is the Yo Semite Valley. The grants were made "upon the express condition that the premises shall be held for public use, resort, and recreation, and shall be inalienable for all time."

The United States own 100,000,000 acres in the State. Many millions are held by the State and railroads.

OREGON.

Area, 95,274 square miles. Population, 90,922.

Oregon is divided into two districts by the Cascade Mountains, a range of great elevation, running north and south. Western Oregon, about one third of the State, is the settled part. It is broken up chiefly by a mountain chain near the coast, into various slopes and valleys. The Willamette runs through the principal of these valleys. Eastern Oregon, subdivided by the Blue Mountains and watered by various streams, some of which run through deep ravines and cañons, contains few settlements. The southern fork of the Columbia River flows along the eastern border of the State, and the Columbia itself along the northern. Timber abounds on both uplands and lowlands.

The soil in most of the valleys is rich and productive. That on the slopes is usually suitable for fruit-growing and grazing. Grasses of fine quality grow without cultivation near the coast and on the slopes of the interior.

The chief results of agriculture are wheat, barley, and vegetables. Stock-raising appears to be profitable.

Gold, coal, and iron are mined in different quarters, leaving vast deposits still untouched.

Most of the manufactures and commerce of the State consists in lumber. Mills, large and small, are scattered along the coast and near the mouths of rivers. Salmon fisheries, in the Columbia, employ a good many hands in taking and canning (that is, packing) fish.

The State debt in September, 1868, was \$176,000.

Males twenty-one years old, resident six months in the State, are entitled to vote. A year's residence in the country and a declaration of intended citizenship are required of foreigners.

The largest towns are Portland (8,293) and Salem (1,135), the capital, both on the Willamette.

The general government still holds over 50,000,000 acres of land in

Oregon, and a large amount is owned by the State and by railroad and other companies. The Indians in Eastern Oregon are sometimes troublesome.

A State Board of Immigration, located at Portland, has published a description of Oregon. Another account has been issued by a State Agricultural Society.

PART IV.

TERRITORIES.

THE Territories of the United States are eleven in number, namely, —

In the north	Dakota, Montana, Idaho, Washington.
In the centre	Wyoming, Colorado, Utah.
In the south	New Mexico, Arizona, Indian Territory.
In the northwest of the continent .	Alaska.

Excluding the last, which is separated from the rest by the intervening British possessions, these Territories cover that vast region of which the Rocky Mountains form the central feature, extending from the upper waters of the Missouri and Arkansas rivers to the valleys of the Colorado and the Columbia. The whole area is 1,041,969 square miles, of which the settlement has but begun. Up to the present time the larger part of this region is left to scattered tribes of Indians. The figures which follow do not include the Indian part of the population.

DAKOTA.

Area, 150,932 square miles. Population, 14,181.

The surface consists largely of prairie, comprising elevated tablelands in the eastern, middle, and northern portions. Towards the west the country rises gradually until it culminates in the Black Hills. The Missouri River, navigable throughout, traverses it from the northwest to the southeast corner, and with numerous tributaries abundantly waters it. The Red River of the North forms the northern half of the eastern boundary. The only large lake is the Minne Wakan, or Devil's Lake.

The soil is rich, especially in the river valleys; coal and other mineral deposits are found; so that natural attractions to the Territory are by no means wanting.

Immigration has concentrated itself in the east and southeast,

Yankton (737) being the capital and principal town. The chief pursuits are agricultural and mechanical.

MONTANA.

Area, 143,776 square miles. Population, 20,594.

This Territory is divided into five great basins, four of which lie east of the Rocky Mountains, and one west. These, in turn, are subdivided into numerous fertile valleys. The Missouri River, navigable to Fort Benton, and its tributaries, water the central and northern parts, and the Yellowstone, also navigable, and its affluents, water the southern and eastern. The largest lake is Flathead, in the northwest.

The valleys have a fertile soil, especially good for pasturage, while the mountainous portions abound in mineral wealth. Copper, lead, silver, and gold are found. The inhabitants are occupied chiefly in mining and agriculture.

Virginia City (867) is the capital.

The Territorial debt at the end of 1869 was over \$100,000.

IDAHO.

Area, 86,294 square miles. Population, 14,998.

Elevated between the Sierra Nevada and Cascade Mountains on the west and the Bitter Root and Rocky Mountains on the east, the surface of Idaho has an altitude of from 2,000 to 5,000 feet above the level of the sea, and is diversified by lofty mountains, high plains or table-lands, and fertile valleys, with numerous rivers and streams, which water it copiously. Of these last the largest is Lewis's Fork of the Columbia, navigable. Clark's Fork, in the north, is also navigable.

Agriculture is carried on in the river valleys, and superior crops of grain, fruit, and vegetables are raised.

Mining is pursued, especially in the southwest, where lodes of gold and silver are found to be very rich.

Boise City (995) is the capital.

The debt at the end of 1868 was \$100,000.

WASHINGTON.

Area, 70,000 square miles. Population, 23,901.

The Cascade Range divides Washington into two parts, eastern and western, the former being much the larger. Puget Sound, with its neighboring waters, equal in shore line to the Mediterranean Sea, is the characteristic feature of the western division. At its head is Olympia (1,203), the capital, and on its borders are the other settlements of chief importance. The valley of the Chehalis, which empties into Gray's Harbor on the west, has been called the garden of the Territory, but other valleys also possess a highly fertile soil. The northern fork of the Columbia winds through the eastern division.

Fisheries of great value, forests containing lumber of the largest

dimensions, mines rich in the precious metals and coal, with large tracts of easily cultivable land, promise occupation and prosperity for infinitely greater numbers than have as yet settled in this Territory. One hundred and eighty million feet of lumber, twenty million laths and shingles, besides a great number of masts, spars, and piles, were exported from Puget Sound in 1869. Pitch and rosin of fine quality have been produced from the same forests.

WYOMING.

Area, 97,883 square miles. Population, 9,118.

The Rocky Mountains cross this Territory from northwest to southeast, and other mountains break up other parts of the surface. Vast forests extend over almost the whole country. On the north a succession of streams flows towards the Missouri River; on the south other groups swell the waters of the Platte and Green rivers. The Laramie Plains cover vast deposits of coal, and the mountains surrounding them are full of iron ore. Precious metals, copper, lead, and gypsum, stone for building, and a great variety of mineral springs are found almost everywhere.

Cheyenne (1,650), the capital, is at the junction of the Union Pacific Railroad, which traverses the southern part, and the Denver Pacific, which enters Wyoming from Colorado.

Mining and the lumber trade bid fair to engross the early settlers.

COLORADO.

Area, 104,500 square miles. Population, 39,706.

This has been called the American Switzerland; even its valleys lying many thousand feet above the sea. The eastern section, an elevated plateau, rises towards the Rocky Mountains in the centre; beyond them, the surface is broken, and so lofty that the whole western section is called "the Mountains." Prominent among the geographical features of Colorado are the Parks, especially the North, Middle, South, and San Luis, which are described as alternately forest and meadow, well watered, fertile in soil, and teeming in mineral deposits, gold, silver, and copper being frequently combined in one and the same ore. It is difficult to say whether the miner, the farmer, or the grazier will be most attracted to this region. The cereals are said to yield sometimes 100 bushels to the acre; potatoes weigh five pounds each, turnips nine pounds, and cabbages sixty; while the grasses, both green and dry, give the most nutritious pasture.

The Kansas and Denver Pacific roads cross the northeast quarter, and at their junction is Denver (4,759), the capital.

UTAH.

Area, 84,476 square miles. Population, 86,786.

The Wahsatch range, part of the Rocky Mountain system, forms a dividing line from northeast to southwest. The eastern division is the larger, and is watered by the Colorado River and its tributaries;

the western contains Great Salt Lake, 50 by 100 miles, and other lakes of smaller dimensions. On both sides the valleys are several thousand feet above the sea, while the mountains rise several thousand feet higher. One of the great natural curiosities of the United States is the Colorado Cañon, a river-bed 4,000 feet below its exterior, and 1,000 below its interior banks, over which waterfalls from many smaller streams descend into the river.

The great agricultural resources are the indigenous grasses, those of the lowlands providing a nutritive winter pasture, while those of the highlands are a better summer food. Cereals, vegetables, and fruits grow abundantly in the valleys, and cotton is raised in the southern part. Timber, being found only among the mountains, is not easily procured. Coal, iron, and many other metals, building-stone, salt, and sulphur are abundant.

The Union Pacific Railroad crosses the northern border, and on or near its line are the principal settlements. Salt Lake City (17,353) is the capital. The population consists chiefly of a polygamous sect called Mormons, against whose advances the immigrant is earnestly warned. They are largely engaged in agriculture, and to some extent in manufactures. Many of the towns contain a population of several thousand.

NEW MEXICO.

Area, 121,201 square miles. Population, 91,852.

Several mountain ranges from north to south, large table-lands high above the sea-level, and numerous valleys, the principal being the valleys of the Rio Grande and Pecos, are the geographical features of this Territory. The lands, both low and high, are clothed with natural grasses, the most valuable of which is called the gama, one peculiarly adapted to a climate generally dry. All kinds of grain and fruit grow abundantly in the valleys, to which, especially where well watered, agriculture is limited, and even there dependent upon artificial irrigation. Timber abounds among the mountains; gold, silver, copper, lead, iron, and coal are found in various quarters. Salt lakes supply a very large quantity of salt.

Santa Fé (4,765), the second town in point of age in the United States, is the capital.

In 1866 the only free schools were those conducted by Roman Catholic Sisters of Charity. Spanish is still the prevailing language.

In consequence of conflicting claims, the United States lands in this Territory have not yet been brought into the market.

ARIZONA.

Area, 113,916 square miles. Population, 9,658.

The remarkable Colorado Cañon, beginning in Utah, continues through Arizona. Next to the Colorado, the Gila, one of its branches, is the longest river. Almost all the river valleys contain a soil productive in cereals and vegetables, and some valleys contain excellent timber. This is also found among the mountains, which traverse the Territory from northwest to southeast, and contain large deposits of the precious metals and many other minerals.

Tucson (3,224), the capital, in the valley of the Santa Cruz, is an agricultural settlement; Prescott (668), in the centre, is a mining town.

INDIAN TERRITORY.

Area, 68,991 square miles.

This tract has been set apart for the Indian tribes, both native to the soil, and removed from their former homes in the east. Except that the United States courts in the adjoining States take cognizance of crimes by which their own citizens may suffer, the government leaves the Indians to themselves.

ALASKA.

Area, 577,390 square miles. Population, about 7,000.

Separated from the United States by six degrees of latitude is a Territory beginning on the south with a coast belt which separates British Columbia from the Pacific, and soon expanding into a tract of nearly equal length and breadth. It is little known, but is said to possess lands suited to agriculture; deposits of gold, silver, copper, iron, and coal; fisheries, both river and sea, of great variety and productiveness, the salmon being remarkable above all others; while furs are obtained from seals and many other animals. Forests of valuable timber stretch from the southern shores far into the interior. Numerous rivers are navigable for several hundred miles, while the coast line, southwest and north, including bays and islands, is described as upwards of 11,000 miles. A long chain of islands encompasses the Territory. Mountains, of which Mt. St. Elias is supposed to be the highest, are among the very loftiest of the continent.

Sitka (3,900), on the island of Baranof, is the capital.

The great obstacle to the settlement of Alaska is the severity of the climate, which interferes with agricultural, and all other settled occupations.

PART V.

THE PUBLIC LANDS.

A NEW COUNTRY.

THE public lands, more than anything else, give the United States the character of a new country. Old countries have their national or crown domains, but these are never open to settlers, sometimes not even to visitors; and they add little to the common wealth, nothing to the resources of individuals. Neither in themselves, nor in their effect upon the condition of the States to which they belong, do they bear any comparison with the domain of the United States, a broad territory free for occupation by anybody who will comply with the moderate conditions on which grants of it are made.

If there is any one physical cause from which American institutions and customs may be said to spring, it is the possession of these public lands. They supply unfailing material for enterprise, both public and private; they relieve the thickly settled portions of the country from the competition and suffering with which they would otherwise be disturbed. They dispose the American himself to movement, drawing him from overstocked industries and overworked soils to their fresh and open regions. They attract the immigrant, first from Europe, then from the towns in the United States where he may have settled for a time; and more than anything else of a material nature, they satisfy him in his new home, and crown his labors with abundant reward. As an unceasing preventive of immobility and exhaustion, they stand in the way of inequality and caste, maintaining the independence with which the American is familiar as his birthright, and to which the immigrant aspires as one of the chief blessings in his adopted country.

AREA.

Parts III. and IV. have made mention of lands in various States and Territories held by the government of the United States.

The total area of public lands at the beginning of 1871 is estimated at 1,350,000,000 acres, or considerably more than half the area of the United States, which is about 2,250,000,000 acres.

Figures like these are not easily grasped. The area of Great Britain and Ireland is seventy-seven millions of acres; that of France (continental), before its recent dismemberment, was one hundred and twenty-six millions; the two together amounting to little more than two hundred millions. The United States public lands still open to

purchase at government prices (to be explained presently) are therefore between six and seven times as extensive as the combined territories of Great Britain and France.

It is true that a large portion of this immense domain is comparatively inaccessible. No roads, no rivers, no means of communication lead to it; and worse still, it is exposed to Indian tribes, always more or less ready for the hostilities to which they are often provoked by government agents or frontier settlers.

But with all proper deductions from the total above given, it will remain true that 500,000,000 acres of land, two and a half times the area of Great Britain and France, have been surveyed, and are therefore ready for occupation. This is enough at least for our day and generation.

CLASSES OF LANDS.

Lands are called by different names. Originally *unsurveyed*, they become *surveyed*. As long as they are not brought forward for sale, they are known as *unoffered*. When brought forward, they are called *offered*.

They are surveyed in townships, six miles square, each township being divided into thirty-six sections one mile square, containing six hundred and forty acres, and each section into half and quarter sections and even less.

Lands are held at different prices, according to their distance from railroad lines: if within ten miles, they are held at \$2.50 an acre; if not, at \$1.25. The latter rate gives lands the designation of *minimum*; the former, that of *double minimum*.

Lands are also classified according to situation. The Report of the Commissioner of the General Land Office arranges the States and Territories containing public lands in four divisions. I. The Gulf States, or Florida, Alabama, Mississippi, Louisiana, and Arkansas. Texas, though overspread with unoccupied lands, is not one of the States in which the general government is a proprietor. Four of the others lie along the eastern and northern shores of the Gulf of Mexico, while Arkansas stretches beyond Louisiana into the interior. Lands in this division, generally speaking, are adapted to the cultivation of cotton, rice, and sugar, as well as to the cereals. Upwards of forty-five millions of acres are open for settlement. II. The Mississippi Basin, or Michigan and Wisconsin on the east side; Missouri, Kansas, Iowa, Nebraska, Minnesota, and Dakota Territory on the west side of the great river. A few hundred acres, in Ohio, Indiana, and Illinois, are still in government possession. In the States and Territory really constituting the division, two hundred and twenty-five million acres are waiting for settlers. Agriculture and mining on a large scale are needed to develop the resources of this vast territory. Its coal and other mineral deposits, its soil especially suited to the cereals in the eastern part, and to stock-raising in the western, promise all sorts of good to those who know how to avail of them. III. The mountains, or the State of Nevada, and the Territories of Montana, Idaho, Wyoming, Colorado, Utah, New Mexico, and Arizona, a mineral and grazing region, containing upwards of five hundred million acres of unoccupied and partly unsurveyed lands. IV. The Pacific Coast, embracing California and

Oregon, States, Washington and Alaska, Territories; with nearly 600,000,000 acres of public lands, — forest, mineral, and agricultural.

HOW TO OBTAIN LANDS.

They may be acquired in various ways.

First, under the Homestead Act. By this, a tract of eighty acres at \$2.50, or one hundred and sixty at \$1.25, amounting in either case to \$200, may be obtained by payment of certain fees and commissions to the land officers, on condition that the applicant resides upon the land, and cultivates it, for five years, at the end of which a patent or deed is issued by the land office. As the fees and commissions together range from seven dollars to twenty-two, at the highest, the homestead may be called a gift from the nation to the settler. Should he not wish to remain five years upon it, he may pay for it according to government rates, and thus obtain a title. If he relinquishes his claim, he cannot make a second entry, as the law allows but one homestead privilege. A homestead is not alienable, nor can it be seized for previous debts.

Public lands in the Gulf States constituting Division I. can be acquired only under the Homestead Act.

Second, under the Preëmption Act. This entitles a person to enter a tract of eighty or one hundred and sixty acres, and thus establish a preëmptive right, that is, a right to take the land whenever offered for sale at government rates. If the tract is one of offered land (see above), the settler must file his declaration of settlement within thirty days, and pay for the land within one year. But if the tract is of unoffered land, he may file within three months, and pay before the day at which the land may be subsequently offered at public sale. A fee of \$2.00 is required on making a declaration of settlement.

To avail of the Homestead or Preëmption Acts, a foreigner must declare his intention of becoming a citizen.

Whatever rights are thus established belong to both men and women, and descend from the original holder to his or her heirs.

Third, lands may be bought of the government at auction. After proclamation by the President or public notice from the General Land Office at Washington, lands are offered at auction to the highest bidder.

Fourth, if not sold at auction, these lands are disposed of according to demand, by what is called private entry.

Fifth, mining lands are exceptional. Under the Mining Act, it is provided that whenever any person, or association of persons, claim a vein or lode of quartz or other rock in place, bearing gold, silver, cinnabar, or copper, having previously occupied and improved the same according to the local customs or rules of miners in the district where it is situated, and having expended in actual labor and improvement thereon an amount of not less than one thousand dollars, and in regard to whose possession there is no controversy or opposing claim, the claimant may file in the local land office a diagram of the tract, conforming to the rules of miners, and to enter such tract and receive a patent therefor granting such mine. A like diagram is to be posted on the claim, together with notice of intention to

apply for patent. After ninety days, if no adverse interest shall have been filed, a survey is to be made and approved by the surveyor-general, whereupon the claimant is authorized to make payment to the United States receiver of five dollars per acre, together with the cost of survey and notice, and giving satisfactory evidence that the diagram and notice were posted on the claim during the period of ninety days. Thereafter it is made the duty of the register of the district land office to transmit to the General Land Office the survey, that a patent may issue thereon.

HOW TO PAY FOR LANDS.

Payment for lands may be made in cash, or in warrants or scrip. Land warrants, issued as bounties for military service, and agricultural scrip, issued in aid of agricultural colleges, are sold at less than their nominal value, and by paying them for land, something may be saved on the purchase. But a man ought to be very sure of those with whom he is dealing, as well as of that in which he is dealing, before taking these documents. Agricultural scrip is available only for lands at \$1.25; and land warrants, if used to purchase lands at \$2.50, are accepted for only half that rate per acre, the other half being payable in cash. The use of warrants or scrip also involves the payment of fees at the land office. On the whole, therefore, it is always safer, and generally quite as cheap, to make cash payment.

LAND OFFICES.

On these and all questions connected with the acquisition of public lands, the immigrant is earnestly warned to take counsel at one of the land offices in the following list, instead of listening to the advice of irresponsible parties. It is only on the spot, and from official sources, that he can learn all the conditions with which he must comply in order to secure his title. He should in all cases examine the land before making his settlement. No advice, even at a land office, can serve instead of a personal inspection of the spot where he proposes to make his home.

FLORIDA.
Tallahassee.
ALABAMA.
Mobile.
Huntsville.
Montgomery.
MISSISSIPPI.
Jackson.
LOUISIANA.
New Orleans.
Monroe.
Natchitoches.
ARKANSAS.
Little Rock.
Washington.

Clarksville.
OHIO.
Chillicothe.
INDIANA.
Indianapolis.
ILLINOIS.
Springfield.
MICHIGAN.
Detroit.
East Saginaw.
Ionia.
Marquette.
Traverse City.
WISCONSIN.
Menasha.

Falls of St. Croix.
Stevens' Point.
La Crosse.
Bayfield.
Eau Claire.
MISSOURI.
Booneville.
Ironton.
Springfield.
KANSAS.
Topeka.
Junction City.
Humboldt.
IOWA.
Fort Des Moines.

Council Bluffs.	NEVADA.	ARIZONA TERR.
Fort Dodge.	Carson City.	Prescott.
Sioux City.	Austin.	CALIFORNIA.
NEBRASKA.	Belmont.	San Francisco.
Omaha City.	Aurora.	Marysville.
Beatrice.	MONTANA TERR.	Humboldt.
Lincoln.	Helena.	Stockton.
Dakota City.	IDAHO TERR.	Visalia.
MINNESOTA.	Boise City.	Sacramento.
Taylor's Falls.	Lewiston.	OREGON.
St. Cloud.	COLORADO TERR.	Oregon City.
Winnebago City.	Denver City.	Roseburg.
St. Peter.	Fair Play.	Le Grand.
Greenleaf.	Central City.	WASHINGTON TERR.
Duluth.	UTAH TERR.	Olympia.
Alexandria.	Salt Lake City.	Vancouver.
DAKOTA TERR.	NEW MEXICO TERR.	
Vermilion.	Santa Fé.	

OTHER UNSETTLED LANDS.

Besides all the lands held by the United States, vast tracts, granted to the States for educational and other purposes, and still vaster tracts, granted to railroad corporations, in aid of their construction, are still in the market. Much of these lands, being on the line of railroads, or near growing towns, or otherwise eligible, may be commended to settlers in preference to many portions of the public domain. The preceding pages, especially those relating to the Western States, have given information concerning lands for sale by railroad corporations and land companies. Still fuller information can be obtained from the companies themselves or their agents. Concerning State lands, application should be made to the proper office at the State House in each capital town.

CONCLUSION.

To no other part or lot in the United States can the immigrant be more welcome than to a share in the public lands. The country needs intelligent and enterprising settlers to enter upon its great domain and bring out its varied resources. To such it is sure to hold out an open hand. It offers them its best possessions, and they have only to accept them.

Nor is any other lot better for the immigrant. On these lands he will find opportunity of proving his manhood, and maturing his powers. His property, if wisely chosen and faithfully cultivated, will improve in value, and as his means increase, his higher wants can be supplied. His children will grow up under influences tending to make them hardy, industrious, and temperate; and as soon as the neighborhood is sufficiently settled, schools will give them the intellectual nurture which they need. He will not escape hardship or loss; where could he in this world? But they will be less severe, less crushing, as a general rule, than if he were living on wages and without a home. The great advantage, after all, in set-

ting upon public or other accessible lands is, that instead of a hired tenement, poor in itself, and poorer in its close and crowded situation, one has a home of his own, humble it may be, but healthy it may also be, with the fresh air about it, and the open sky above it, where he and his family may live in liberty.

But we would not confine our welcome to such immigrants as settle upon our public lands. To all who are honest and capable, wherever they choose to fix themselves, and in whatever labor they prefer to engage, we would give kind greeting. This volume began with words of discouragement, or, at all events, of caution against imprudence in leaving the old home. Let it end with words of hearty encouragement for such as have come to a new home. The land of their adoption is large enough to hold them, active enough to employ them, and generous enough, one may trust, to care for them. To those especially who have suffered in their native country, to those who seek a more liberal government or a freer people than their own, the United States are what our fathers hoped they might be, — what our great leader, Washington, thought they would be, — “a kind of asylum for mankind.”

THE END

APPENDIX.

Tickets from Europe to the interior of the United States often cost more on the European than on the American side, owing to frequent changes in the railroad fares; while they may not be for the route most convenient to the immigrant, unless he has other information than he can obtain at the steamship agencies. See page 8, top.

The State of New York gives further protection to emigrants by authorizing the Commissioners of Emigration, in case of the death of any alien passenger on the voyage whose personal property does not exceed the value of twenty-five dollars, to take charge of his effects, and to hold them for the benefit of his legal heirs. In case minor children should become orphans on the passage, the Commissioners are empowered to take charge of the entire personal property of the parents for the sole benefit of the legal heirs, without prejudice, however, to the claims of creditors. See page 9, bottom.

Ward's Island, New York, merits more than the simple mention of it on page 12.

Every immigrant landing in New York is charged \$2.50 head or commutation money, which is, however, not paid directly by him, but by the steamship companies, and is included in the passage money. This payment, as stated on page 65, entitles him, for the term of five years after his landing, to free admission to the institutions on Ward's Island. The island is the property of the Commissioners of Emigration, containing about 200 acres, and situated in the East River, a few miles from Castle Garden. It was purchased, and all the improvements upon it were erected, out of funds accumulated from the head-moneys. The buildings on the island consist of —

1. *The New Hospital.* This spacious edifice is constructed upon the most approved plans for ventilation and all necessary comforts of the sick. It is composed of a corridor, 650 feet in length and two stories in height, from which project five wings, each 130 feet long and 25 feet wide, and two stories high, except the central wing, which has three stories. It contains accommodations for 350 patients.

2. *The Nursery.* The home of the children is a wooden building, three stories, a basement, and Mansard roof, 120 by 190 feet, containing a dining-room, play-room, bath-room, school-rooms, sleeping-rooms, and a Roman Catholic chapel.

3. *The Refuge building and the New Barracks* are two large brick buildings for the use of destitute immigrants. Here those who,

though in good health, cannot find employment or are prevented from reaching their final destination from want of funds, may find a temporary asylum. They are fed, and even clothed in case of need, free of charge, but are expected in return to labor for the benefit of the institutions on the Island. The Refuge is used mainly for females, the New Barracks for males.

Other buildings are the Dispensary building, the new Dining-Hall (capable of seating 1,200 persons), Protestant chapel, Fever and Surgical Wards, Lunatic Asylum, Boys' Barracks, workshops, the dwellings of officials, and other appurtenances.

Immigrant Aid Societies, in addition to those mentioned on page 15, are the following :—

In Boston,	Scandinavian.
	Swiss.
New York,	Scandinavian.
	Swedish.
	Swiss.
Philadelphia,	Scandinavian.
	Swiss.
Washington,	Swiss.
Cincinnati,	Swiss.
St. Louis,	Scandinavian.
	Swiss.
San Francisco,	Swiss.

We repeat the request, that any societies not in our lists will give us their addresses; and we ask those in the list for fuller information respecting their work.

In case of suffering any wrong, the immigrant may apply for the proper remedy to the officers of any immigrant aid society. In New York he may also apply to the officials at Castle Garden.

The Northern Pacific Railroad is about bringing its lands into the market. Its managers furnish the following outline of their purposes regarding immigration and settlement.

With the attractions of climate, soil, and scenery, which nature has given to the region, the simple building of the Northern Pacific road would suffice ultimately to people the country along its line. Accessibility is about all that is needed to turn the tide of migration into this fertile region. Already thousands of settlers are following, and often preceding, the surveying and construction parties on the road through Minnesota and Dakota. The same is true on the Pacific slope. As fast as the road can be built, it will find a population already on its flanks. But to render this natural movement certain, rapid, and constant, the Northern Pacific Railroad Company is organizing an Immigration Bureau in connection with its Land Department. The system adopted is practical, though new, and on a scale worthy of the great trust the nation has confided to this corporation.

In carrying out the details of this scheme, the company will aim :
 1. To employ as its Land and Immigration Agents, at home and abroad, only men of the highest character. 2. To permit no representations to be made by its authority which the facts will not fully warrant. 3. To promote, as far as possible, the formation of colonies,

both in Europe and the older States of our own country, so that neighbors in the old home may be neighbors in the new; so that friends may settle near each other, form communities, establish schools, and, in short, avoid many of the traditional hardships which have usually attended pioneer life. 4. To exercise over immigrants, *en route*, whatever supervision their best interests may require, seeing to it that transportation charges are the lowest attainable, that accommodations on ships and cars are comfortable, that their treatment is kind, their protection against fraud, compulsion, and abuse of all sorts, complete, and that every dollar of unnecessary expenditure on the way is avoided, and the emigrant enabled to husband his means for the work of starting a homestead. The company intend to complete the work of caring for the settlers who move to the line of their road by furnishing lands at such moderate prices, and long credits, that the poorest need not remain landless; by aiding all who prefer it to secure homesteads from the government domain; by transporting settlers, their families and goods at reduced rates; by seeing to it elements of a sound civilization, including educational, mail facilities, keep pace with the progress of the road growth of communities.

The Vice-President of the United States, Hon. S. Colfax, describes the country through which the road is laid out as "a vast body of agricultural land waiting for the plough, with a climate almost exactly the same as that of New York, except that, with less snow, cattle, in the larger portion of it, can subsist on the open range in winter. Here, if climate and fertility of soil produce their natural result, when railroad facilities open this now isolated region to settlement, will soon be seen waving grain-fields, and happy homes, and growing towns; while ultimately a cordon of prosperous States, teeming with population, and rich in industry and consequent wealth, will occupy that now undeveloped and almost inaccessible portion of our continental area." To which the company adds that "taken as a whole, the region thus to be developed by this great highway is not surpassed by any area of like extent on the continent for abundance and diversity of natural resources, and capacity for sustaining a dense population. Besides its wealth of minerals and of timber, it admirably combines the three essentials of a good farming and grazing country, namely, a mild climate, a naturally rich soil, and a fair supply of moisture."



HANDBOOK

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I M M I G R A N T S

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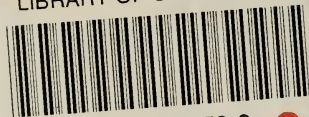
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